

**U.S. ARMY CORPS OF ENGINEERS  
CIVIL WORKS PROGRAM**

**CONGRESSIONAL SUBMISSION  
FISCAL YEAR 2004**

**SOUTH ATLANTIC DIVISION**

**Budgetary information will not be released  
Outside the Department of the Army until  
3 February 2003**

Justification of Estimates for Civil Function Activities  
Department of the Army, Fiscal Year 2004  
SOUTH ATLANTIC DIVISION

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Justification of Estimates for Civil Function Activities  
Department of the Army, Corps of Engineers  
Fiscal Year 2004

SUMMARY SOUTH ATLANTIC DIVISION

	<u>FY 2003 Allocation</u>	<u>FY 2004 Request</u>	<u>Increase or Decrease</u>
<u>General Investigations</u>			
Surveys	TBD	\$ 5,500,000	TBD
Preconstruction Engineering and Design	TBD	0	TBD
Subtotal General Investigations	TBD	(5,500,000)	TBD
<u>Construction, General</u>			
Construction	TBD	225,094,000	TBD
Major Rehabilitation	TBD	18,373,000	TBD
Dam Safety Assurance	TBD	0	TBD
Subtotal Construction, General	TBD	(243,467,000)	TBD
<u>Operation and Maintenance, General</u>			
Project Operation	TBD	101,756,000	TBD
Project Maintenance	TBD	215,170,000	TBD
Subtotal Operation and Maintenance	TBD	(316,926,000)	TBD
GRAND TOTAL SOUTH ATLANTIC DIVISION	TBD	<u>\$565,893,000</u>	TBD

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
Division: South Atlantic Division

Study	Total Estimated Federal Cost	Allocation Prior to FY 2003	Allocation FY 2003	Tentative Allocation FY 2004	Additional to complete After FY 2004
1. SURVEYS - NEW	\$	\$	\$	\$	\$
a. Navigation Studies – None.					
b. Flood Damage Prevention Studies.					
North Carolina					
Tar River Basin	150,000	0	0	100,000	50,000
Wilmington District					

The study area is located in the eastern part of North Carolina. The Tar River Basin consists of all or portions of 12 counties. The river rises in Person County near the northern State boundary, and flows southeasterly about 190 miles to Washington, NC, draining an area of 3,081 square miles. The basin has a maximum width near its center of about 42 miles. The basin is primarily an agricultural region, but contains many small towns and several cities which are important commercial centers. The basin has suffered many severe floods since the late 1800's with the worst resulting from Hurricane Floyd in 1999. The cities of Greenville, Tarboro, Rocky Mount, Princeville, and Washington suffered severe flooding damages. The average annual rainfall for the basin is 46 inches. The rainfall from Hurricane Floyd averaged 20 inches over the entire basin. The total flood damages exceeded \$350,000,000. There are also considerable water quality problems resulting from the storm water runoff. Local interests desire both structural and non-structural measures to provide flood protection to structures and infrastructure located in their communities and also to protect the aquatic habitat of the basin. The State of North Carolina would be the potential sponsor and understands the cost share requirements on the feasibility study. The reconnaissance phase will address flood control and habitat restoration alternatives. The study will determine whether or not the problems warrant Federal participation and the Federal interest in potential alternatives, as well as develop a Project Management Plan (PMP), which would include scopes, schedules and cost estimate for the feasibility phase. A feasibility cost sharing agreement will also be developed. Fiscal Year 2004 funds will be used to initiate the reconnaissance phase of the study. The estimated cost of the reconnaissance phase is \$150,000 based on heavy sponsor involvement and the size of the basin. The reconnaissance phase is scheduled to be completed in January 2006, which is 24 months after initiating the study.

This study is authorized by House Committee on Transportation and Infrastructure Resolution adopted April 11, 2000.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
c. Shoreline Protection Studies – None					
d. Special Studies					
Mississippi					
Gulfport and Harrison County Watershed Study Mobile District	100,000	0	0	100,000	0

Flat Branch, Brickyard Bayou, and Turkey Creek are located in Gulfport, Mississippi and suburban Harrison County. As participants in the Federal Flood Insurance Program, the City of Gulfport and Harrison County have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid development occurring in the area associated with the tourist industry has overcome these preventative measures. Flooding is occurring with ever increasing frequency and greater magnitude as the area develops and grows. Additionally, there is increased streambank erosion; degraded water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands and riparian buffers. The City of Gulfport and Harrison County are potential sponsors and they understand the cost-share requirements of the feasibility phase. Funds requested for Fiscal Year 2004 will be used to prepare a Section 905(b) Analysis, a Project Management Plan, and Feasibility Cost Sharing Agreement at full Federal expense. The study will be conducted for the purpose of developing a comprehensive watershed plan for Gulfport and Harrison County. Development of the comprehensive plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. The reconnaissance phase is scheduled to be completed in January 2005, which is 12 months after initiating the study.

The study is authorized by Resolution adopted June 25, 1998 by the House Committee on Transportation and Infrastructure.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
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2. SURVEYS – CONTINUING

a. Navigation Studies

Florida

Lake Worth Inlet					
Jacksonville District	1,200,000	100,000	TBD	370,000	TBD

Lake Worth Inlet is located in Palm Beach County on the lower east coast of Florida. The existing Federal project includes an entrance channel 400 feet wide and 35 feet deep, leading to an interior channel 300 feet wide and 33 feet deep. The turning basin is 1,400 by 1,210 feet and 33 feet deep. A northern extension to the turning basin is maintained at 25 feet. According to a 1999 tonnage report, freight tonnage increased by approximately 8 percent above previous years. Total vessel port calls grew by 7.2 percent. Some of the larger vessels are having difficulty negotiating the interior channel. Tugboat assistance is increasing. The study effort will focus on deepening and widening the existing Federal project at Lake Worth Inlet. The inlet and turning basin serve Palm Beach Harbor. The last deepening to the entrance channel and turning basin was completed in 1967. A study by the U.S. Coast Guard in 1997 recommended widening the interior channel to 400 feet. The Port of Palm Beach is the non-Federal sponsor and understands the requirements for study cost sharing and continues to express strong support for project improvements. The study was authorized by Resolution adopted March 11, 1998 by the Committee on Transportation and Infrastructure of the United States House of Representatives.

Fiscal Year 2003 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,200,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,100,000
Feasibility Phase (Non-Federal)	1,100,000

The reconnaissance report was completed in March 2002. The feasibility phase completion date is being determined.



APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
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b. Flood Damage Prevention Studies

Alabama

Brewton and East Brewton Mobile District	787,000	192,000	TBD	300,000	TBD
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The study area is in Escambia County in the south central part of the state of Alabama. It is a part of the Escambia-Conecuh River Basin. Because of rapid growth in the area, considerable development has occurred. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Brewton and East Brewton area has resulted in recent widespread flood problems. The March 1998 flood and the September 1998 Hurricane Georges flood resulted in extensive loss of property including water lines, roads and bridges, wastewater systems, residences and automobiles. Damage losses due to the March 1998 flood were estimated at \$13,000,000. The City of Brewton and Escambia County officials indicate an urgent need to conduct a study of the area, focusing on identifying flood damage problems. The study will include investigations of alternatives to reduce flooding along Burnt Corn and Murder Creeks. The City of Brewton is the Non-Federal sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement was executed in May 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,350,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,462,000
Reconnaissance Phase (Federal)	112,000
Feasibility Phase (Federal)	675,000
Feasibility Phase (Non-Federal)	675,000

The reconnaissance phase was completed in May 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Florida					
Hillsborough River Basin					
Jacksonville District	1,548,000	319,000	TBD	340,000	TBD

The Hillsborough River has its headwaters in the Green Swamp and drains approximately 690 square miles. The river flows in a southwesterly direction through Temple Terrace, Sulphur Springs and the center of downtown Tampa into Tampa Bay. The counties within Hillsborough River Basin are Hernando County, Pasco County, and Hillsborough County. According to the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 26 percent. Continued residential development in the Tampa area has led to increasing demands for better flood control as well as a growing concern over environmental protection and restoration. Development pressures have significantly changed the physical, biological, demographic, and economic conditions in the area. The study will determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. Hillsborough County is the non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives. The Feasibility Cost Sharing Agreement was signed in December 2002.

Fiscal Year 2003 funds will be used to continue the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,686,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,891,000
Reconnaissance Phase (Federal)	205,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase was completed in December 2002. The feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Withlacoochee River Basin Jacksonville District	1,640,000	374,000	TBD	340,000	TBD

The Withlacoochee River has its headwaters in the Green Swamp and drains approximately 2,000 square miles within a corridor 30 miles wide and 90 miles long. It flows in a northwesterly direction for some 157 miles to the Gulf of Mexico at Yankeetown. The counties within the Withlacoochee River Basin are Citrus County, Hernando County, Lake County, Levy County, Marion County, Pasco County, Polk County, and Sumter County. According to the U.S. Census Bureau, the population increase from 1985 to 1997 within the river basin was 39 percent. The headwaters of the basin are largely undeveloped and are an asset unique to the region. Downstream of the headwaters region, the river flows through a rapidly growing population area near Inverness, located in central Florida. Continued residential development in this area has led to increasing public demands for better flood control and water supply, as well as growing concern over environmental protection and restoration. Since 1990 public interests in the watershed management has grown rapidly. The study will determine the need for comprehensive watershed planning to address flood control, environmental restoration and protection, aquifer storage and retrieval, and other water resource related problems. The Southwest Florida Water Management District (SWFWMD) is the Non-Federal sponsor and understands the requirements for study cost sharing. The study was authorized by Resolution adopted March 11, 1998, by the Committee on Transportation and Infrastructure of the United States House of Representatives. The Feasibility Cost Sharing Agreement was signed in December 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,930,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,105,000
Reconnaissance Phase (Federal)	175,000
Feasibility Phase (Federal)	1,465,000
Feasibility Phase (Non-Federal)	1,465,000

The reconnaissance phase was completed in December 2002. The feasibility phase completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Georgia					
Augusta Savannah District	1,700,000	1,040,000	TBD	300,000	TBD

The study area is Richmond County and areas contiguous to it. Richmond County is located in the northeastern part of the state of Georgia and comprises an area of approximately 326 square miles. It is located on the West Side of the Savannah River and is part of the Savannah River Basin that comprises about 11,000 square miles. The economy of the study area is highly diversified, including industry, agriculture, and maritime. It is the trade center for 13 counties in Georgia and 5 counties in South Carolina. Because of the rapid growth of the unincorporated areas, considerable development has occurred in the flood plains of the streams in the study area. This commercial, industrial, and residential expansion in and adjacent to the flood plains in the Richmond County area has resulted in recent widespread flood problems occurring in many parts of the county. The 12 October 1990 flood resulted in the loss of four lives and thousands of people were left homeless. Damage estimates, including damages to water lines, roads and bridges, wastewater systems, a hospital, the Augusta National Golf Course, residences and automobiles, exceeded \$47 million. The reconnaissance study conducted in Fiscal Years 1998 and 1999 was focused on flooding of public property and residential areas. It included reviews of previous assessments, development of a preliminary array of alternatives, and conducting economic, engineering and environmental analyses to determine which areas warrant further study. The study identified several flood control alternatives that are concentrated in four water basins in Richmond County. These alternatives have been identified with Rae's Creek, Rocky Creek, Phinizy Swamp Basin (and associated drainages), and the Augusta Canal. The Feasibility Cost Sharing Agreement with the local sponsor, Augusta - Richmond County, was executed in November 1999.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$3,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,600,000
Feasibility Phase (Non-Federal)	1,600,000

The reconnaissance phase was completed in November 1999. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Mississippi					
Hancock County	767,000	100,000	0	150,000	TBD
Mobile District					

The study area is located along the Gulf Coast in western Hancock County, Mississippi near the Louisiana State Line. Beach Boulevard is the main thoroughfare along the waterfront of both Bay St. Louis and Waveland. Historical as well as current wave attack against the shoreline of Hancock County has caused severe beach erosion and undermining or failure of the more than 70-year old seawall in various locations. The existing seawall has deteriorated to the point whereby the footings, especially along the toe, have rotted out in many reaches. Fill material from beneath Beach Boulevard flows into either St. Louis Bay or Mississippi Sound. Accordingly, sections of the highway have collapsed from time to time, disrupting and damaging utilities, causing hazards and delays for residents and vehicular traffic, and increasing the risk of flooding for residence and businesses along the study area. The study will be conducted for the purpose of determining if improvements for flood damage reduction, shoreline erosion, beach nourishment, and environmental restoration, conservation and protection of the environment are economically feasible and environmentally acceptable. Hancock County is the potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in June 2003.

Funds carried over into Fiscal Year 2003 are being used to fully fund the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, funds requested for Fiscal Year 2004 will be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,334,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,434,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	667,000
Feasibility Phase (Non-Federal)	667,000

The reconnaissance phase is scheduled for completion in June 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
Division: South Atlantic Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
North Carolina					
Neuse River Basin Wilmington District	1,122,000	132,000	TBD	100,000	TBD

The study area is located in the eastern part of North Carolina. The Neuse River Basin includes about 11 percent of the entire State of North Carolina and consists of all or portions of 16 counties. The basin is roughly oblong in shape, approximately 180 miles long, with a maximum width of about 46 miles. The Neuse River is formed by the confluence of the Eno and Flat Rivers, about 8 miles north of the city of Durham, and has a drainage area of approximately 5,710 square miles. The basin is primarily an agricultural region, but contains many small towns and several cities which are important commercial centers. Considerable flooding occurred during and after Hurricane Fran below Smithfield where the flood plain is broad and flat. The city of Kinston suffered the most flooding damages. Estimated flood damages from Hurricane Fran below Falls Lake amounted to \$17,300,000 at September 1996 price levels and October 1993 levels of development. The estimated damages would have been \$275,700,000 without Falls Lake in operation. This entire area suffered significant damages as a result of Hurricane Floyd in 1999. Total flood damages were in excess of \$297,000,000. There have also been considerable water quality problems due to high levels of nutrients, particularly nitrogen. This has resulted in severe impacts to fisheries. The Feasibility study will include a comprehensive plan to address measures to improve flood control, ecosystem improvements, environmental protection and restoration and related purposes. The sponsor is the State of North Carolina and they understand the cost share requirements of the feasibility study. The Feasibility Cost Sharing Agreement was signed on 9 May 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase including problem identification and identification of environmental restoration opportunities. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,122,000
Reconnaissance Phase (Federal)	122,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase was completed in May 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional To Complete After FY 2004 \$
South Carolina					
Waccamaw River Charleston District	600,000	75,000	TBD	50,000	TBD

The Waccamaw River spans the coastal plain region of North Carolina and South Carolina and has a drainage area of approximately 1,530 square miles. Flooding has occurred throughout the basin resulting in the construction of ten Army Corps of Engineers flood control projects over the past 40 years. The most recent flooding occurred as a result of Hurricanes Floyd and Irene in the Fall of 1999 when the Waccamaw crested at 6.2 feet over flood stage. Approximately 1,200 homes were affected by the flooding with approximately 850 incurring structural damage. Septic systems and wells were flooded and many of the roads throughout Horry County were impassable. Raw sewage from flooded septic tanks contaminated the Waccamaw River and adjoining tributaries, causing health threats to the populace. Annual flood damages are estimated at \$800,000. As development progresses in the eastern portion of the basin, flood problems may intensify near the cities of Conway, Myrtle Beach, and North Myrtle Beach, the primary growth areas. The reconnaissance study will identify water resource problems, identify Federal interests within the basin with particular attention on opportunities for flood damage reduction and opportunities to restore fish and wildlife habitat. The State of South Carolina is the potential cost-sharing partner and understands the cost-sharing requirements of the feasibility phase.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in October 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
Virginia					
John H. Kerr Dam and Reservoir Wilmington District	1,675,000	161,000	TBD	250,000	TBD

John H. Kerr Dam and Reservoir is located in the Roanoke River Basin, which extends into north-central North Carolina and south-central Virginia. The project was completed in 1952 and provides hydropower, flood control, water supply, and recreation. Two downstream non-Federal hydropower reservoirs, Gaston and Roanoke Rapids, operated by the Dominion Power Company have minimal active storage for daily hydropower peaking. The Kerr, Gaston and Roanoke Rapids projects operate cooperatively generating power, controlling flooding, and ensuring adequate downstream flows. The lower Roanoke River basin is one of the finest remaining swamp forest ecosystems within the eastern United States. These bottomland hardwood forests, wetlands, uplands, and streams provide a high quality habitat for fish and wildlife, including waterfowl. Federal and State agencies have expressed concern that there is a probable correlation between fish kills and low dissolved oxygen in the lower Roanoke River basin and the operation of Kerr Reservoir. Resource concerns for the Lower Roanoke center on the need for restoration and enhancement of extensive swamp and flood plain forests and fisheries through improvements to the hydrologic regime. The States of North Carolina and Virginia would be the potential sponsors and they understand the cost share requirements on the feasibility study. The reconnaissance report was approved in May 2001. A Feasibility Cost Sharing Agreement (FCSA) is scheduled to be signed in February 2003.

Fiscal Year 2003 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase including identifying data needs, evaluation methods and model requirements, and beginning data collection. The preliminary estimated cost of the feasibility phase is \$3,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,175,000
Reconnaissance Phase (Federal)	175,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase is scheduled for completion in February 2003. The feasibility study completion date is being determined.



APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
c. Shoreline Protection Studies					
North Carolina					
Bogue Banks Wilmington District	1,729,000	1,016,000	TBD	400,000	TBD

The study area is located between Beaufort Inlet to the east and Bogue Inlet to the west. The barrier island is approximately 24 miles in length with the Atlantic Ocean to the south and Bogue Sound to the north. From east to west the communities of Atlantic Beach, Pine Knoll Shores, Salter Path, Indian Beach, and Emerald Isle are located on Bogue Banks. Fort Macon State Park is located at the east end adjacent to Beaufort Inlet and the Theodore Roosevelt Natural Area at the west end is located adjacent to Pine Knoll Shores. The communities are rapidly growing and visitation to Bogue Banks is high due to the unique character of the island and the presence of one of the last remaining maritime forests on a barrier island in North Carolina. Several of the communities including Emerald Isle, which covers the western third of the island, are concerned about erosion along their shorelines. This erosion is threatening the primary dune system and the structures that are located along the ocean shoreline. Local interests desire a shore protection project consisting of beach renourishment to provide protection to the upland structures. Recent storms including Hurricanes Fran and Bertha during the summer of 1996 have caused considerable erosion to the natural protective dune system and severe damage to upland structures due to storm surge and wave action. Carteret County is the sponsor and understands the cost share requirements on the feasibility study. A Feasibility Cost Sharing Agreement was signed 8 February 2001.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase of the study including preparing a draft feasibility report and EIS. The preliminary estimated cost of the feasibility phase is \$3,270,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,364,000
Reconnaissance Phase (Federal)	94,000
Feasibility Phase (Federal)	1,635,000
Feasibility Phase (Non-Federal)	1,635,000

The reconnaissance phase was completed in February 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
 Division: South Atlantic Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
Dare County Beaches (Hatteras & Ocracoke Islands) Wilmington District	3,000,000	0	TBD	150,000	TBD

The study area is approximately 80 miles long and covers the southern limits of Dare County from Oregon Inlet to Hatteras Inlet (Pea Island and Hatteras Island) and the northern limits of Hyde County from Hatteras Inlet to Ocracoke Inlet (Ocracoke Island). The area is primarily part of the Cape Hatteras National Seashore; however, there are a number of small resort towns located in the area including: Rodanthe; Waves; Salvo; Avon; Buxton; Frisco; Hatteras; and Ocracoke Village. Development consists of residences, lodging, and businesses engaged in sales and services to satisfy the needs of tourists and year-round residents. In recent years the area has experienced considerable erosion and damages to the NC12 transportation system as a result of storms. Local interests would like protection for the NC12 transportation system to reduce damages from storms and prevent long-term erosion impacts. The State of North Carolina would be the potential sponsor and understands the cost share requirements on the feasibility study. NC12 is the only transportation corridor for hurricane evacuation. The Sponsor has already invested \$1,500,000 to identify sand sources. A partnership has been formed for the protection of NC12 and includes NCDOT, NPS, F&WL Service, NMFS, Corps, Dare County, and Hyde County. A Feasibility Cost Sharing Agreement is scheduled to be signed in March 2003.

Fiscal Year 2003 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase, including economic and coastal analysis and geotechnical engineering requirements. The preliminary estimated cost of the feasibility phase is \$6,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$6,000,000
Reconnaissance Phase (Federal)	0
Feasibility Phase (Federal)	3,000,000
Feasibility Phase (Non-Federal)	3,000,000

The reconnaissance phase is scheduled for completion in March 2003 as part of the Dare County Beaches, NC (Bodie Island) study. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
Division: South Atlantic Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
Surf City and North Topsail Beach Wilmington District	2,188,000	466,000	TBD	200,000	TBD

The towns of Surf City and North Topsail Beach are located on Topsail Island. Topsail Island is a barrier island located about 25 miles northeast of Wilmington, NC. It is between New Topsail Inlet and New River Inlet. From north to south the communities of North Topsail Beach, Surf City and Topsail Beach are located on Topsail Island. As a result of Hurricane Fran in 1996, the damage to publicly owned properties exceeded \$5,000,000 and the total losses paid to privately owned property by FEMA was about \$32,000,000. In 1996 Hurricanes Bertha and Fran produced an erosion of at least 25 feet of shoreline leaving 66 percent of the Surf City and North Topsail Beach shoreline without its natural vegetation. This erosion, along with recent hurricanes has either severely damaged or destroyed the primary dune system and the structures along the ocean shoreline, leaving the towns vulnerable to damage from future storm events. Topsail Island, of which Surf City and North Topsail Beach are a major part, is an established rookery for the Loggerhead Turtle. The town of Surf City has established a beach renourishment committee that has been meeting with property owners. They have determined that property owners are willing to support a shore protection study and project. Both communities are sponsors and they understand the cost share requirements on the feasibility study. A feasibility cost sharing agreement was signed on 13 February 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase. Fiscal Year 2004 funds will be used to continue the feasibility phase including continuing geotechnical investigations, real estate coordination, coastal, economic and environmental studies. The preliminary cost of the feasibility phase is \$4,200,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the cost sharing is as follows:

Total Estimated Study Cost	\$4,288,000
Reconnaissance Phase (Federal)	88,000
Feasibility Phase (Federal)	2,100,000
Feasibility Phase (Non-Federal)	2,100,000

The reconnaissance phase was completed in February 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
d. Special Studies					
Alabama					
Cahaba River Watershed Mobile District	1,410,000	257,000	TBD	50,000	TBD

The study area encompasses the Cahaba River Watershed in Jefferson and Shelby Counties in Northern Alabama. The watershed has a total drainage area of 270 square miles. The June 1999 flooding caused damages to businesses and homes in several Jefferson County municipalities, especially Birmingham, Irondale, and Mountain Brook. Mountain Brook had six inches and Irondale had 4.5 inches of rain within 1.5 hours. There is an urgent need to address the flooding associated with storm water runoff, and to identify flood damage reduction needs. The Section 905(b) Analysis concluded that there is adequate justification to proceed to the feasibility phase. Reconnaissance phase efforts are underway to identify willing non-Federal sponsors and to develop a Project Management Plan and Feasibility Cost Sharing Agreement. The feasibility study will include engineering, economic, and environmental investigations to address flooding associated with storm water runoff and to identify flood damage reduction needs. Jefferson County Emergency Management Agency is the potential non-Federal sponsor and they understand the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be signed in April 2003.

Fiscal Year 2003 funds are being used to fully fund the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, to continue into the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study costs sharing is as follows:

Total Estimated Study Cost	\$2,510,000
Reconnaissance Phase (Federal)	310,000
Feasibility Phase (Federal)	1,100,000
Feasibility Phase (Non-Federal)	1,100,000

The reconnaissance phase is scheduled for completion in April 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Village Creek, Jefferson County (Birmingham Watershed) Mobile District	1,463,000	822,000	TBD	200,000	TBD

The study area encompasses the watersheds in metropolitan Birmingham, Alabama that are located in the Black Warrior River Basin, including Village Creek and Valley Creek, in Jefferson County in northern Alabama. Due to recent flooding, there is an urgent need to examine the area for flood damage prevention. Floods in October 1995, January 1996, and March 1996 damaged over 1,000 residential and commercial properties in the Village Creek watershed with damages estimated to be about \$5,000,000. The feasibility study will include engineering, economic, and environmental investigations to identify potential alternatives that would alleviate flood damages. The City of Birmingham is the local sponsor and understands the requirements for study cost sharing. Feasibility Cost Sharing Agreement was signed in March 1999.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$2,686,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,806,000
Reconnaissance Phase (Federal)	120,000
Feasibility Phase (Federal)	1,343,000
Feasibility Phase (Non-Federal)	1,343,000

The reconnaissance phase was completed in March 1999. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Georgia					
Allatoona Lake Watershed Mobile District	3,015,000	610,000	TBD	150,000	TBD

Allatoona Lake is a federal project located on the Etowah River, a tributary to the Coosa River, 48 miles above Rome, Georgia. The project includes a dam, hydroelectric powerhouse, gated spillway, a flood control reservoir and 31 recreational areas over 37,000 acres. The recent "Clean Lake Study" commissioned by local water authorities and undertaken by the A. L. Burris Institute of Public Service at Kennesaw State University sought to identify environmental problems within Lake Allatoona. The study notes that pollution has affected a tributary of the lake known as the Little River area. The study also concluded that erosion and sedimentation could contribute unwanted loads into the Etowah River and downstream into Lake Allatoona. The study will be conducted to evaluate environmental problems and recommend environmental restoration measures, including structural and non-structural approaches, for the Little River Watershed, which drains into Lake Allatoona. The study will also identify and recommend measures to alleviate shoreline erosion and sedimentation problems, including structural and non-structural solutions, along Lake Allatoona, Little River, and the Etowah River. The Lake Allatoona Preservation Authority is the sponsor and they understand the cost-share requirements of the feasibility phase. The Feasibility Cost Sharing Agreement was signed in May 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,400,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,715,000
Reconnaissance Phase (Federal)	315,000
Feasibility Phase (Federal)	2,700,000
Feasibility Phase (Non-Federal)	2,700,000

The reconnaissance phase was completed in May 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Arabia Mountain Savannah District	1,100,000	38,000	TBD	150,000	TBD

The Davidson-Arabia Mountain Nature Preserve is located on the southeast quadrant of DeKalb County in Lithonia, Georgia. It is approximately 25 miles southeast of downtown Atlanta, Georgia. Stevenson Creek, a tributary of the South River, runs through the Davidson-Arabia Mountain Nature Preserve. The Preserve is comprised of 535 acres of granite outcrop with wetlands, pine and oak forests, streams, and a lake. It sustains two federally protected and endangered plant species and one federally listed threatened species. The unique and rare vernal pools, which are considered wetlands, are critical habitat for these species. The Davidson-Arabia Mountain Nature Preserve has received the Nature Conservancy's most urgent priority preservation rating. Past mining has contributed to the degradation of this unique ecosystem. An earthen dam within the Preserve was built on Stevenson Creek over 75 years ago and in some portions is structurally degrading. The earthen dam and a firing range within the Stevenson Creek watershed are potentially contributing to the degradation of this ecosystem. DeKalb County is the potential sponsor and understands the requirements for study cost sharing. The Feasibility Cost Sharing Agreement is scheduled to be executed in March 2004.

Fiscal Year 2003 funds are being used to complete the 905(b) reconnaissance report and initiate the preparation of the Feasibility Cost Sharing Agreement. The funds requested for Fiscal Year 2004 will be used to complete the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in March 2004. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Indian, Sugar, Intrenchment, and Federal Prison Creeks Mobile District	2,650,000	150,000	TBD	175,000	TBD

Indian, Sugar, Intrenchment, and Federal Prison Creeks are located within the metropolitan Atlanta watershed in portions of DeKalb County, Fulton County and the City of Atlanta. Fulton County and DeKalb County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to their passage resulted in the development of many areas subject to periodic flooding. Both scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by urbanization. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted to develop portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Indian, Sugar, Intrenchment, Federal Prison, and Snapfinger Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. DeKalb County and the City of Atlanta are potential sponsors and they understand the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in June 2003.

Funds carried into Fiscal Year 2003 are being used to fully fund the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, Fiscal Year 2003 funds will be used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,150,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in June 2003. The feasibility study completion date is being determined.



APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Long Island, Marsh, Johns Creeks Mobile District	2,623,000	123,000	TBD	150,000	TBD

Long Island, Marsh and Johns Creeks are located within the metropolitan Atlanta watershed principally in Fulton County. Fulton County, Georgia has passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, rapid urbanization prior to their passage resulted in the development of many areas subject to periodic flooding. Both scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted to develop portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Long Island, Marsh and Johns Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. Fulton County is the potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in June 2003.

Funds carried into Fiscal Year 2003 are being used to fully fund the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, Fiscal Year 2003 funds will be used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be cost-shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	\$5,123,000
Reconnaissance Phase (Federal)	123,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in June 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Savannah Harbor Ecosystem Savannah District	1,690,000	587,000	TBD	150,000	TBD

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and State agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. A critical need to address dissolved oxygen levels in Savannah Harbor was identified by several major stakeholders. Although the focus of this problem is Savannah Harbor, modeling and technical work will extend to Augusta, Georgia to evaluate upstream contributions to point and non-point source loads. Evaluation of dissolved oxygen in Savannah Harbor is a complex issue due to the dynamic nature of the tidal estuary, the complicated hydraulic processes in the harbor, and uncertainties associated with related biological components. The historical seasonal lowering of dissolved oxygen in Savannah Harbor is well documented and illustrates an annual impairment of the estuary's ecosystem. Two endangered species, the Shortnose Sturgeon and the Manatee, are common in the estuary and can be affected by low levels of dissolved oxygen. Channel deepenings, which have occurred this century, have impacted the geography and thus the hydrology of the river channel. Increased channel depths have reduced vertical mixing. Higher salinity levels and lower dissolved oxygen have resulted. Data from sampling during summer low flow periods indicate dissolved oxygen levels below one in the navigation channel. These levels are not supportive of a healthy, productive, aquatic ecosystem. The local sponsor, the City of Savannah, signed the Feasibility Cost Sharing agreement in August 1999.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$3,220,000, which is cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,300,000
Reconnaissance Phase (Federal)	80,000
Feasibility Phase (Federal)	1,610,000
Feasibility Phase (Non-Federal)	1,610,000

The reconnaissance phase was completed in August 1999. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Utoy, Sandy and Proctor Creeks Mobile District	2,625,000	125,000	TBD	100,000	TBD

Utoy, Sandy and Proctor Creeks are located within the metropolitan Atlanta watershed in middle western portions of Fulton County and the City of Atlanta. Fulton County, Georgia and the City of Atlanta have passed floodplain regulations, resolutions, or ordinances to restrict development in flood-prone areas; however, the rapid urbanization of the metropolitan Atlanta area prior to passage of these regulations, resolutions, or ordinances resulted in the development of many areas subject to periodic flooding. Both the scarcity of land and attractiveness of streamside areas contributed to encroachment on the floodplain. Local drainage patterns have also been greatly altered by the urbanization of the metropolitan area. At many locations, extensive storm drain systems have been used to substantially alter natural drainage patterns in order to remove water quickly. Rapid urbanization in the metropolitan Atlanta area over the last few decades has resulted in increases in the magnitude and frequency of severe floods; increased streambank erosion; depreciated water quality; a reduction in diversity and abundance of aquatic insects and fish; and destruction of wetlands, riparian buffers, and springs. The study will be conducted for the purpose of developing portions of a comprehensive watershed plan for parts of metropolitan Atlanta, including Utoy, Sandy and Proctor Creeks. Development of portions of the master plan will be based on a thorough assessment of the changes in stream hydrology, morphology, water quality and habitat and ecology. The City of Atlanta is a potential sponsor and understands the cost-share requirements of the feasibility phase. Feasibility Cost Sharing Agreement is scheduled to be signed in June 2003.

Funds carried into Fiscal Year 2003 are being used to fully fund the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, Fiscal Year 2003 funds will be used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,125,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase is scheduled for completion in June 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to complete After FY 2004 \$
North Carolina					
Currituck Sound Wilmington District	1,125,000	100,000	TBD	150,000	TBD

The study area is located in Currituck and Dare Counties in the northeastern part of North Carolina. Currituck Sound is a 153 square mile brackish water estuary separated from the Atlantic Ocean by thin barrier islands known as the Outer Banks. The most significant freshwater inputs to Currituck Sound include North Landing River and Northwest River. Back bay, a 35 square mile estuary located in Virginia, also discharges water into the sound through shallow water channels along the eastern shore. Water level fluctuations in Currituck Sound are a function of prevailing winds from Albemarle Sound. Southerly winds force water into Currituck Sound, whereas northerly winds force water out. The cumulative effects of prevailing winds and possible point source inputs of brackish water from Federal canals influence sound salinity. The local interests are concerned about increased salinity levels, which have frequently exceeded the threshold for many freshwater fisheries and have caused a severe decline in these fisheries. In addition, the increased salinity regime has contributed to the loss of extensive submerged aquatic vegetation (SAV). SAV provides a food source for various fish stocks, creates an ideal habitat for numerous migrating waterfowl species, and maintains the stability of the sound bottom. The study will address these water quality issues and explore environmental protection and restoration alternatives. The State of North Carolina is the potential sponsor and understands the cost share requirements on the feasibility study. The Feasibility Cost Sharing Agreement is scheduled for execution in February 2003.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Fiscal Year 2004 funds will be used to continue the feasibility phase including identifying data needs, evaluation methods and model requirements, and beginning data collection. The preliminary estimated cost of the feasibility phase is \$2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,125,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Non-Federal)	1,000,000

The reconnaissance phase is scheduled for completion in February 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional To Complete After FY 2004 \$
South Carolina					
Reedy River Charleston District	600,000	38,000	TBD	170,000	TBD

Located in northwestern South Carolina, the Reedy River begins at the base of the Appalachian Mountains in Greenville County and flows for a total of 73 miles passing through the City of Greenville to Lake Greenwood. Seven miles of the Reedy River in the City of Greenville were affected by a "beautification" project in the 1930s. This project involved modification of the river's channel by straightening bends and meanders and removal of riparian vegetation. Today, the runoff from urban areas creates storm water surges (or flashfloods) within the river channel. The worst flood of record occurred in August 1995 when the Reedy River crested 5 feet above flood stage with estimated damages of \$1 million. The flood also inundated approximately 175 homes and businesses. In addition three fatalities occurred as a direct result of the flooding. Flooding in the City has also occurred in 1992, 1994, 1996, 1997 and 1998. It is estimated that though these floods were not the magnitude of the 1995 flood the damages associated with them ranged from \$500,000 to \$750,000. In the northern portion of the river, much of the riparian zone has completely disappeared, especially around downtown Greenville. Riparian areas provide benefits such as streambank stabilization, and erosion and flood control. Four rare, threatened, and/or endangered plant species are known to be located within the upper portion of the Reedy River Watershed. This study will determine the feasibility of carrying out a project for flood damage reduction, streambank stabilization, environmental restoration and protection, and other related purposes on the Reedy River. Potential sponsors are the City of Greenville and Greenville County, and understand the cost share requirements on the feasibility study. The Feasibility Cost Sharing Agreement is scheduled to be signed in October 2003.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in October 2003. The feasibility study completion date is being determined.

3 February 2003

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
 Division: South Atlantic Division

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional To Complete After FY 2004 \$
Santee Delta Env Restoration Charleston District	600,000	53,000	TBD	75,000	TBD

The Santee River below Lake Marion extends 87 miles to the ocean, bordering Williamsburg, Berkeley, Georgetown and Charleston Counties. The Santee River splits approximately 18 miles upstream of the ocean into the North and South Santee Rivers. The area below Highway 17, approximately river mile 12, is generally considered the Santee Delta. The delta consists of coastal islands composed of tidal marsh, managed wetlands, forest openings, virgin barrier island beaches and maritime forests. The Tom Yawkey Wildlife Center and the Santee Coastal Reserve managed by the South Carolina Department of Natural Resources, make up a large portion of the Santee Delta. The Yawkey Wildlife Center and the Santee Coastal Reserve contain approximately 42,000 acres of managed wetlands, barrier islands, and maritime forests. Damming of the Santee River in the early-mid 1900's cutoff the sediment supply to the delta, which may have resulted in loss of wetlands and coastal barrier island habitats. Management of the existing wetlands has helped compensate for these losses; however, because of the rapid loss of coastal habitat caused by development, additional wetland restoration and protection is needed within the Santee Delta. The State of South Carolina is the potential cost-sharing partner and understands the cost-sharing requirements of the feasibility phase. A Feasibility Cost Sharing Agreement is scheduled to be signed in October 2003.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The reconnaissance phase is scheduled for completion in October 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
e. Comprehensive Studies					
Georgia					
Savannah River Basin Comprehensive Savannah District	2,548,000	990,000	TBD	200,000	TBD

The Savannah River Basin encompasses an area of 11,000 square miles in Georgia and South Carolina. Major cities in the basin are Savannah and Augusta, Georgia, and Aiken, South Carolina. Recent studies by the Corps of Engineers, the states of Georgia and South Carolina, and Federal and state agencies have highlighted that there are current water resource problems and needs being encountered in the Savannah River Basin that need to be investigated. Changes in land use below the J. Strom Thurmond, Hartwell and Richard B. Russell reservoirs have prompted the need to reexamine flood control needs in the basin. A review of the quality of habitat below the reservoirs will be conducted to determine restoration measures needed to address adverse impacts on wetlands and fish and wildlife resources. Continued rapid growth in the basin is increasing pressures to develop new sources of surface water supply in the upper watershed. Pressures are also being felt in the lower watershed since Georgia and South Carolina are now restricting further use of the Floridian Aquifer. The feasibility study is focusing on review of the operation of the major reservoirs in the basin, the need for additional flood control measures, environmental restoration, surface water supply and other allied water resources problems.

In addition, the study is reviewing the results of various state and Federal efforts conducted to date to identify problems, needs, and potential alternative plans. Goals and objectives for subsequent planning efforts and planning constraints were developed in coordination with the states, affected agencies, and local interest groups. The states of Georgia and South Carolina are the local sponsors and are participating in a 50-50 cost sharing of feasibility phase studies. The Feasibility Cost Sharing Agreement was signed in June 2000.

The study authorization requires that the study be coordinated with EPA and its ongoing Watershed Study of the basin. Corps efforts have been coordinated with the EPA study through participation on eight policy, management, and resource committees. The Policy committee developed a "Watershed Strategy" to implement priority recommendations. One priority recommendation is the conduct of the Savannah River Basin Comprehensive study. A number of the priority recommendations are dependent upon the comprehensive study for their resolution.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004  
 Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
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Georgia

Savannah River Basin  
 Comprehensive  
 Savannah District  
 (continued)

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$4,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,548,000
Reconnaissance Phase (Federal)	548,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase was completed in June 2000. The feasibility study completion date is being determined.



APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional To Complete After FY 2004 \$
South Carolina					
Broad River Basin Charleston District	975,000	150,000	TBD	100,000	TBD

The Broad River Basin includes portions of 20 counties in both North and South Carolina, encompassing an area of 5,420 square miles. A reconnaissance study of the Santee, Cooper, and Congaree River Basin, completed in May 1997, recommended site specific investigations on each of its four sub-basins, which includes the Broad River sub-basin. The purposes of the study were to identify water resource related problems and opportunities within the basin and determine a Federal interest to participate in follow-on feasibility studies. Water resource problems identified include: flooding in the upper reaches of the basin; inadequate floodplain delineation mapping; degraded water quality and aquatic ecosystems basin wide; lack of reliable water supply in several northern counties of the basin; prevention of migratory fish passage through the Columbia Diversion Dam; and limited public stream access for recreation. Continued flooding and environmental degradation in these areas warrant investigation and resolution as quickly as possible. In addition to Greenville, Spartanburg, and Union Counties, the South Carolina Department of Natural Resources and the North Carolina Department of Environment and Natural Resources are potential sponsors of this study and understand the cost-sharing requirements of the feasibility phase. A Feasibility Cost Sharing Agreement is scheduled to be signed in October 2003.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase at full Federal expense. If the reconnaissance report is certified to be in accord with policy, the funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,550,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$1,750,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	775,000
Feasibility Phase (Non-Federal)	775,000

The reconnaissance phase is scheduled for completion in October 2003. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
f. Review of Authorized Projects					
Georgia					
Savannah Harbor Sediment Control Works Savannah District	1,600,000	49,000	TBD	100,000	TBD

The Sediment Control Works Project was constructed in 1977 to reduce shoaling in the navigation channel and thus reduce the cost of maintaining Savannah Harbor. The Sediment Control Works Project consists of a Sediment Basin, Tide Gate Structure in Back River, and a drainage canal (New Cut) across Argyle Island. The Sediment Control Works Project also includes a Freshwater Control System to supply freshwater to the Savannah National Wildlife Refuge and adjacent private landowners. The mitigation feature of the project was included because pre-project studies determined that operation of the Sediment Control Works would increase salinity levels in Back and Little Back Rivers. Federal and State resource agencies began to express concern that the elevated salinity levels in Back and Little Back Rivers caused by operation of the Tide Gate Structure was having adverse effects on fresh water marshes in the Refuge and striped bass habitat. In response to these concerns, the Savannah District took the Tide Gate structure out of operation in 1991 and closed New Cut in 1992. Using O&M funds, an initial appraisal of the Sediment Control Works Project was conducted that concluded a Section 216 Disposition Study of the project is appropriate. The study would determine the final disposition of all elements of the Sediment Control Works Project

Fiscal Year 2003 funds are being utilized to continue the feasibility phase.

The funds requested for Fiscal Year 2004 will be used to continue the feasibility phase. The estimated cost of the feasibility phase is \$1,600,000, which will be funded at full Federal expense.

Section 216 of the 1970 Flood Control Act authorizes the study. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Division: South Atlantic Division

Study/Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional To Complete After FY 2004 \$
South Carolina					
Atlantic Intracoastal Waterway Charleston District	4,722,000	2,263,000	TBD	430,000	TBD

The Atlantic Intracoastal Waterway is a naturally protected navigation route that generally parallels the Atlantic coast between Norfolk, Virginia and the St. John's River in Florida. In South Carolina the project starts near Little River at the North Carolina-South Carolina state line and extends generally south along the coast for a total of 210 miles. The project provides for a waterway 12 feet deep and not less than 90 feet wide and was completed in 1940. This study will investigate existing and future commercial shallow draft navigation needs on a phased approach. The study will review ways to improve safety and navigation efficiency and reduce O&M costs. It will address possible realignment/enlargement of the waterway at specific locations as a result of planned bridges, evaluate the construction of new passing lanes, and evaluate erosion control and/or bank stabilization as related to channel improvement.

Fiscal Year 2003 funds are being used to continue the feasibility phase to include evaluation of real estate requirements, data gathering for identification of alternative plans, and economic analysis.

Fiscal Year 2004 funds will be used to continue the feasibility phase to include continued geospatial information system development, identification of alternative plans, environmental assessments and preparation of preliminary cost estimates.

The reconnaissance phase was completed in August 1998. The feasibility study completion date is being determined.

APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Mobile Harbor, Alabama, (Continuing)

LOCATION: The project is located in southwest Alabama and extends from the Gulf of Mexico through Mobile Bay to the mouth of Mobile River at the City of Mobile, Alabama, a distance of approximately 39.0 miles. Mobile Harbor is located in Mobile County, AL, approximately 150 miles east of New Orleans, LA, and 60 miles west of Pensacola, FL.

DESCRIPTION: The existing project, also known as Phase I improvements completed in May 1990, provides for a 47 by 600 foot entrance channel for a distance of 6.1 miles, and a bay channel 45 by 400 feet from the mouth of the bay north for a distance of 31.2 miles to the McDuffie Coal terminal.

Phase I – 1300' Channel Extension, completed in May 2000 extended the 45-foot by 400-foot navigation channel approximately 1300 linear feet to the north of its original position.

Phase I – 2100' Channel Extension, will extend the 45-foot by 400-foot navigation channel approximately 2100 linear feet to the north of the 1300' extension.

Phase I – 1200' Channel Extension, will extend the 45-foot by 400-foot navigation channel approximately 1200 linear feet to the north of the 2100' extension.

Authorized channel improvements known as Phase II (Remainder) provide for future development to deepen and widen the entrance channel over the bar to 57 feet by 700 feet about 7.4 miles long, deepen and widen the bay channel to 55 feet by 550 feet about 27.0 miles long, deepen and widen an additional 3.6 miles of bay channel to 55 feet by 650 feet and provide 55 foot deep anchorage area and turning basin in vicinity of Little Sand Island.

AUTHORIZATION: Supplemental Appropriations Act of 1985 and the Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: Non-applicable for Phase I or Phase I 1300 foot extension because project construction is complete; 1.6 to 1 at 7-1/8 percent for Remainder.

TOTAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I; 5.5 to 1 at 7-3/8 percent for Phase I 1300-ft Extension; 2.1 to 1 at 6-5/8 percent for Phase I 2100-ft Extension; 13.1 to 1 at 6 5/8 percent for Phase I 1200-ft Extension; 1.6 to 1 at 7-1/8 percent for Remainder.

INITIAL BENEFIT-COST RATIO: 2.8 to 1 at 8 1/8 percent for Phase I (FY 1985); 5.5 to 1 at 7-3/8 percent for Phase I 1300-ft. Extension (FY 1999); 2.1 to 1 at 6-5/8 percent for Phase I 2100-ft. Extension (FY 2001); 13.1 to 1 at 6 5/8 percent for Phase I 1200-ft Extension (FY 2002); 1.5 to 1 at 7-1/8 percent for Remainder (FY 2000).

BASIS OF BENEFIT-COST RATIO:

Phase I - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

Phase I 1300-ft. Extension - Benefits are from the Limited Reevaluation Report prepared in May 1997 at October 1997 price levels.

Phase I 2100-ft Extension - Benefits are from the Limited Reevaluation Report prepared in July 2000 at October 2000 price levels.

Phase I 1200-ft. Extension - Benefits are from the Limited Reevaluation Report , approved in March 2002 at October 2002 price levels.

Phase II (Remainder) - Benefits are from the General Design Memorandum dated August 1984 at October 1984 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (COE)		\$ 320,148,000	Phase I (Deepening)	100	Sep 1994
Estimated Appropriation Requirement (USCG)		4,162,000	Phase I (1300' Extension)	100	May 2000
Estimated Total Appropriation Requirement		324,310,000	Phase I (2100' Extension)	0	TBD
Future Non-Federal Reimbursement		57,440,000	Phase I (1200' Extension)	0	TBD
Estimated Federal Cost (Ultimate)		266,870,000	Phase II (Remainder)	0	TBD
Estimated Non-Federal Cost		322,130,000	Entire Project	9	TBD
Cash Contributions	255,688,000				
Other Costs	9,002,000				
Reimbursements	57,440,000				
Phase I (Deepening)	\$ 3,772,000				
Phase I (1300' Ext.)	81,000				
Phase I (2100' Ext.)	251,000				
Phase I (1200' Ext.)	204,000				
Phase II (Remainder)	53,132,000				
Total Estimated Project Cost		589,000,000			
Allocations to 30 September 2002		29,725,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for FY 2004		2,003,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

Division: South Atlantic

District: Mobile

Mobile Harbor Deepening, AL

3 February 2003

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#### PHYSICAL DATA:

Phase I (Complete) – Deepen entrance channel to 47 by 600 feet and deepen bay channel to 45 by 400 feet for a total distance of 37.3 miles.

Phase I (1300' Extension)(Complete) - extend 45 foot channel approximately 1,300 linear feet to the north of the original location.

Phase I (2100' Extension) – extend 45-foot channel approximately 2,100 linear feet to the north of previous 1300' extension.

Phase I (1200' Extension) – extend 45-foot channel approximately 1,200 linear feet to the north of 2100' extension.

Phase II (Remainder) - deepen entrance channel from 47 by 600 to 57 by 700 feet and deepen bay channel from 45 by 400 to 55 by 550 feet.

#### JUSTIFICATION:

Phase I (1300' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of McDuffie Island to accommodate ships of 900 feet in length, with beams of 140 feet, which require a 45-foot channel depth. This request reflects a desire to import iron ore and other dry, bulk materials such as limestone and coal to McDuffie Island and to industries located above McDuffie Island. In FY 1994, 45,000,000 tons of cargo passed through the port. Of this number over 14,000,000 tons were comprised of coal and lignite. Cost savings of \$0.44 per ton will be realized with the completion of the channel extension. Average annual benefits to the navigation project are \$578,800.

Phase I (2100' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of the 1300' extension to facilitate additional industries utilizing the larger ore and cargo ships now calling at other ports. Average annual costs, amortized over the project life of 50-years, are \$150,542. Average annual benefits are \$336,875.

Phase I (1200' Extension) - Officials of the Alabama State Docks requested that the 45-foot deep channel section be extended northward of the 1300' and 2100' extensions to facilitate additional industries utilizing the larger ore and cargo ships now calling at other ports. Average annual costs, amortized over the project life of 50-years, are \$227,482. Average annual benefits are \$2,969,156.

Phase II (Remainder) - Mobile Harbor is a leading harbor on the Gulf Coast, particularly with regard to coal shipments. Waterborne commerce for 1995 was a record 51 million tons. Presently, coal shipments average 14 million tons per year. Channel deepening and navigational improvement features are required to provide a safe and efficient harbor for the large coal vessels calling at the Port of Mobile. The capacity of the McDuffie Coal Handling Terminal is 25 million tons annually. U.S. Department of Energy's "Energy Information Administration's Coal Transport Model" suggests growth in coal shipments through the Port of Mobile over the next 20 years, from 14 to 19 million tons annually. Vessels that can economically utilize the existing Federal 45-foot channel have a carrying capacity of about 45,000 to 50,000 deadweight tons. With a 55-foot channel, vessels with capacities of 145,000 to 150,000 deadweight tons can be economically utilized. This increase in capacity results in a corresponding increase in economies of scale and savings in transportation costs. Transportation savings on coal exported to Europe of \$5 to \$6 per ton would be realized by using larger vessels. Coal shipped to Japan in larger vessels would realize a savings of about \$16 per ton. Iron ore imported from Canada and Brazil could also be shipped more economically at savings of about \$3 and \$5.25 per ton, respectively. The average annual benefits are \$105,308,000.

Division: South Atlantic

District: Mobile

Mobile Harbor Deepening, AL

3 February 2003

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FISCAL YEAR 2004: The requested amount will be applied as follows.

Initiate and complete construction of the 2100' Extension	\$1,443,000
Planning, Engineering & Design for Phase I 2100' Extension	\$ 300,000
Construction Management	\$ 60,000
Continue Planning, Engineering & Design Phase II (Remainder)	\$ 200,000
Total	\$2,003,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
PHASE I		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	\$9,430,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to Commercial navigation within a period of 30 years following completion of construction.	3,772,000	0
PHASE I (1300-ft EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	201,000	0
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	81,000	0



Requirements of Local Cooperation (Continued)	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
PHASE I (2100' EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	\$626,000	0
Reimbursements of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	251,000	0
PHASE I (1200' EXTENSION)		
Pay 25 percent of the costs allocated to general navigation facilities during construction.	\$511,000	0
Reimbursements of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	204,000	0
Pay 100 percent of the costs allocated to berthing areas and mooring facilities (without credit).	1,444,000	0
PHASE II (REMAINDER)		
Pay 25 percent of the costs allocated to general navigation facilities to a depth of 45 feet below mean low water.	\$ 22,184,000	0
Pay 50 percent of the costs allocated to general navigation facilities to a depth greater than 45 feet below mean low water.	221,292,000	0
Pay 50 percent of costs of incremental maintenance greater than 45 feet below mean low water.	0	0
Pay 100 percent of the costs allocated to berthing areas and mooring facilities (without credit).	9,002,000	1,300,000
Reimbursement of an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction.	53,132,000	0
TOTAL Non-Federal Costs	322,130,000	1,300,000

Division: South Atlantic

District: Mobile

Mobile Harbor Deepening, AL

3 February 2003

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STATUS OF LOCAL COOPERATION: The Project Cooperation Agreement (PCA) for the Phase I 2100' Extension will be executed in October 2003. By letter dated May 29, 1998, the non-Federal sponsor, the Alabama State Docks, expressed their desire to proceed with implementation of the remainder of the authorized project. The sponsor understands the cost sharing requirements as identified in Water Resource Development Act of 1986.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$ 320,148,000 reflects a decrease of \$9,727,000 from the last estimate (\$329,875,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price escalation on Construction Features	-\$8,657,000
Authorized Modifications	-\$1,070,000
Total	-\$ 9,727,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA), the Final Environmental Impact Statement (FEIS), Mobile Harbor Channel Improvements, Mobile County, Alabama was filed with the Environmental Protection Agency (EPA) on May 22, 1981. The proposed action evaluated in this FEIS included the deepening of the main navigation channel to a depth of 55 feet at a width of 550 feet. The FEIS also documented the impacts associated with the disposal of about 141.2 million cubic yards of new work dredged material and all future maintenance material for the economic life of the project. A supplement to the FEIS, Final Environmental Impact Statement, Mobile Harbor, Alabama, Channel Improvements, Offshore Dredged Material Disposal was filed with the EPA on December 13, 1985. The Record of Decision (ROD) to designate two offshore disposal sites, Mobile-north and Mobile-south, for dredged material disposal was signed by the Division Engineer, South Atlantic Division, on May 13, 1986. This supplement to the FEIS evaluated the specific impacts of designation of two areas within the Gulf of Mexico for the purpose of receiving dredged material of suitable quality from the Mobile Harbor project and other navigation projects within the Mobile Harbor area. The FEIS, Supplement to the FEIS, and ROD were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the recommended alternative as described in the FEIS and Supplement.

An Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Phase I, 1300' extension were completed in April 1997. A second EA/FONSI for the Phase I, 2100' extension were prepared in June 1999. Additional work on the Section 103 evaluation (ocean disposal) was completed in December 2002.

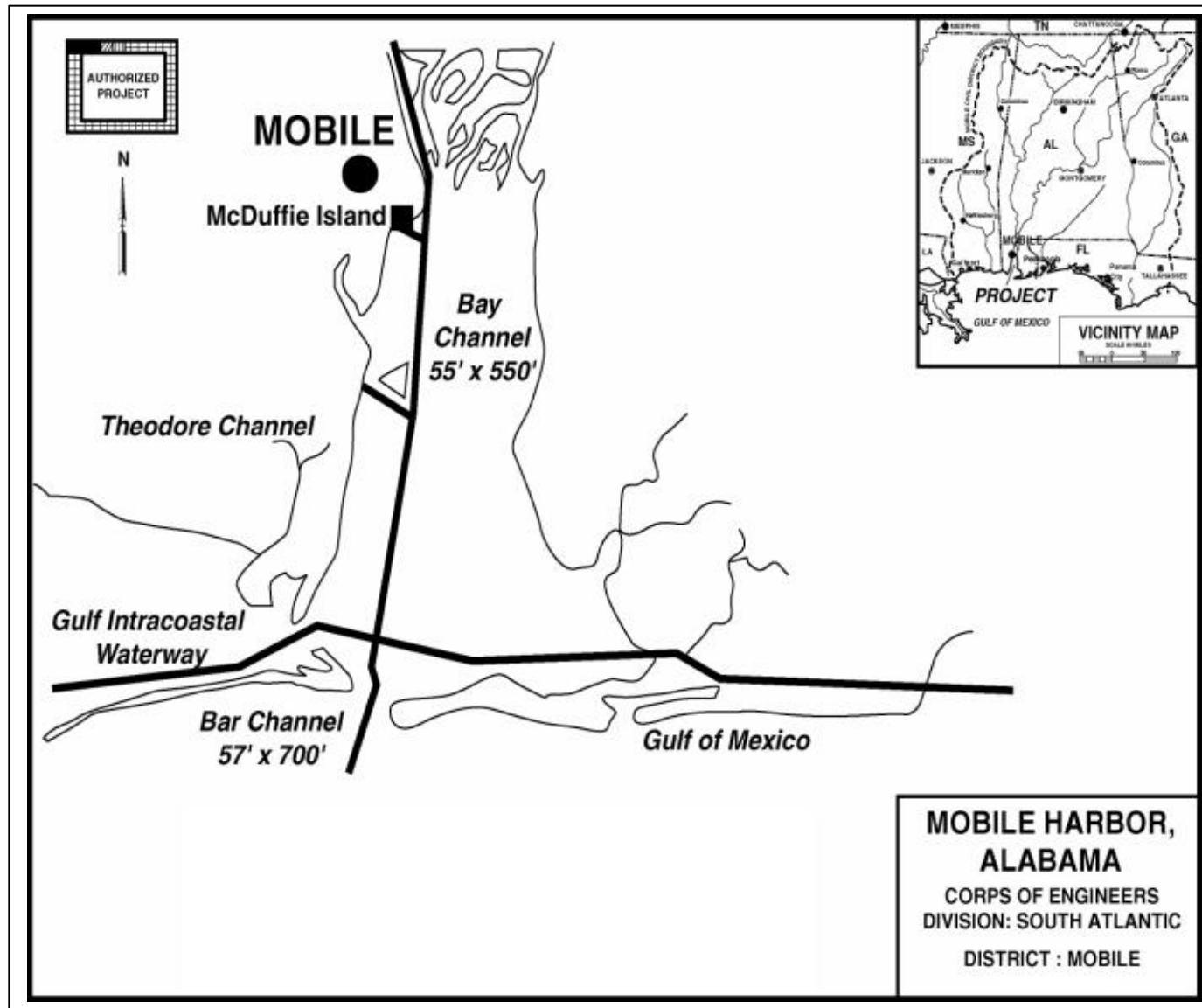
OTHER INFORMATION: Funds to initiate Preconstruction, Engineering and Design were appropriated in Fiscal Year 1982 and funds to initiate construction were appropriated in Fiscal Year 1985. Design will be completed and construction contract awarded for the 2100' Extension.

Summarized Financial Data for PHASE II (REMAINDER)

Estimated Appropriation Requirements (COE)	\$287,674,000
Estimated Appropriation Requirements (USCG)	4,162,000
Estimated Total Appropriation Requirements	291,836,000
Future Non-Federal Reimbursement	53,103,000
Estimated Federal Cost (Ultimate)(COE)	234,571,000
Estimated Non-Federal Cost:	305,456,000
Cash Contributions	\$243,351,000
Other Costs	9,002,000
Reimbursements	53,103,000
Total Estimated Project Cost	\$544,189,000

Remaining Benefit-Remaining Cost Ratio: 1.6 to 1 at 7-1/8 percent.

Total Benefit-Cost Ratio: 1.6 to 1 at 7-1/8 percent.



Division: South Atlantic

District: Mobile

Mobile Harbor Deepening, AL

3 February 2003

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APPROPRIATION TITLE: Construction, General - Navigation

PROJECT: Canaveral Harbor, Florida (Continuing)

LOCATION: Canaveral Harbor is located in Brevard County on the shore of Cape Canaveral in an area known as Canaveral Bight.

DESCRIPTION: The project provides for a 44-foot entrance channel, 35-foot turning basin, 12-foot barge channel, 400 foot lock, a sand bypassing system, and south jetty extension of 500 feet and an extension and sand tightening of the north jetty.

AUTHORIZATION: Rivers and Harbor Act of 23 October 1962 (Public Law 87-874)

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1 at 6-1/8 percent

TOTAL BENEFIT-COST RATIO: 1.7 to 1 at 6-1/8 percent

INITIAL BENEFIT-COST RATIO: 1.7 to 1 at 6-3/8 percent (FY 1964)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Canaveral Harbor, Florida General Reevaluation Report completed in December 1992 at November 1992 price level.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST. FED COST	STATUS (1 Jan 2003)	PCT COMPL	PHYSICAL COMPLETION SCHEDULE
Total Estimated Federal Cost		136,240,000	Locks	100	Mar 1966	
Estimated Federal Cost (COE)	136,193,000		Channels & Canals			
Estimated Federal Cost (USCG)	47,000		Barge Canal	100	Aug 1965	
			Harbor Ext. Mi 1.2			
Estimated Non-Federal Cost		4,960,000	To Mi 1.5	100	Sep 1974	
Cash Contributions	408,000		Harbor Ext. Mi 1.5 to Mi 2.3			
Other Costs	4,552,000		Including Mitigation	100	Jun 1992	
			Breakwaters and Seawalls			
Total Estimated Project Cost		141,200,000	Jetty Extension	71	TBD	
			Beach Replenishment			
Allocations to September 2002		37,691,000	Sand Transfer System	12	TBD	
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD	Entire Project	29	TBD	
Allocation through FY 2003		TBD				
Allocation Requested for FY 2004		2,000,000				
Programmed Balance to Complete After FY 2004		TBD				
Unprogrammed Balance to Complete After FY 2004		0				

Division: South Atlantic

District: Jacksonville

Canaveral Harbor, FL

3 February 2003

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#### PHYSICAL DATA

Entrance Channel	35-foot Depth
Turning Basin	44-foot Depth
Barge Channel	12-foot Depth
Lock	400-foot Length
Jetty Extension	500 Feet
Sand Transfer System	

JUSTIFICATION: Development and operation of the Rocket-Launching Facility on Cape Kennedy and the development of Patrick Air Force Base, 10 miles south of Canaveral Harbor, and tracking stations on islands offshore have resulted in a population increase in the tributary area from 162,000 in 1940 to about 570,000 in 1980. During the 1960's, there was a major expansion of the Rocket-Launching Facility on Cape Kennedy to accommodate the space program. Commerce for the harbor was 2,175,000 tons in 1987.

The mitigation project completed the western harbor extension. The sand transfer system would reduce the required maintenance dredging of the Canaveral Harbor navigation project by approximately 106,000 cubic yards on an annual basis. In addition, material placed on the beach by the sand transfer system will prevent the loss of 136,000 square feet over a length of 2.8 miles due to erosion. Average annual benefits are:

Annual Benefits	Amount
Navigation	\$ 599,000
Storm Damage Prevention	817,000
Loss of Land	534,000
Total Average Annual Benefits	1,950,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete Sand Bypass	1,600,000
Planning, Engineering, and Design	100,000
Construction Management	300,000
Total	2,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance Repair, Rehabilitation, and Replacement Costs
Provide 1.4 percent of the costs allocated to deepening of the West Turning Basin.	\$ 408,000	0
Provide lands, easements, rights of way, and dredged material disposal areas.	4,552,000	0
Total Non-Federal First Cost	4,960,000	0

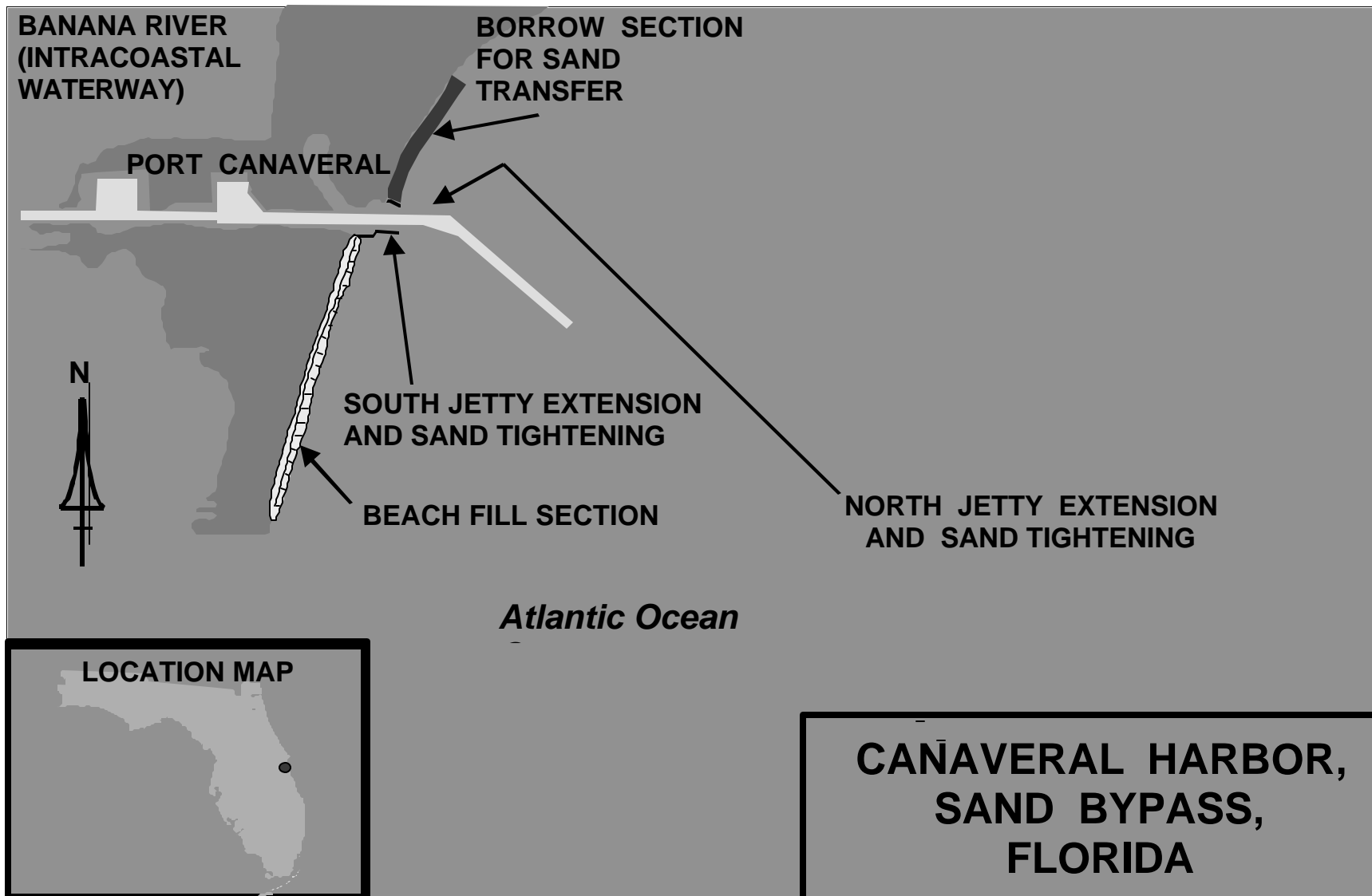
STATUS OF LOCAL COOPERATION: The local sponsor is the Canaveral Port Authority. A Project Cooperation Agreement was executed in March 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$136,193,000 remains unchanged from the latest estimate presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment with a Finding of No Significant Impact was completed in May 1993.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1964. Schedule was established by a Congressional add in FY 1994 Appropriation Bill. The South jetty extension and initial sand bypassing were completed in FY 1995. However, strong storms in the area have caused significant damage to the South jetty head. Additional funds were received to repair the South jetty, and to pursue temporary sand tightening of the north jetty. Temporary sand tightening of north jetty was completed in FY 1998. A permanent solution to the north jetty is scheduled for award in February 2003. Sand bypassing will be accomplished about every six years. Therefore, the next Sand bypass is being accomplished in FY 2002.





APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Jacksonville Harbor, Florida (Continuing)

LOCATION: The project area is located at the mouth of the St. Johns River where it empties into the Atlantic Ocean in Duval County on the east coast of Florida.

DESCRIPTION: The project provides for deepening the main channel to a project depth of 40 feet from the 40-foot contour in the Atlantic Ocean to about mile 14.7; realignment of Cuts 39-41 of the main channel; deepening the West Blount Island Channel along Cuts F and G to a 40-foot depth over the existing project width of 300 feet from the main channel to the JEA/JPA petroleum terminal; and raising the existing dikes on the east end of Bartram Island to accommodate the material from deepening of the West Blount Island Channel.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 1.4 TO 1 at 6-1/8 percent.

TOTAL BENEFIT - COST RATIO: 1.4 to 1 at 6-1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-3/8 percent (FY99).

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Jacksonville Harbor Final Feasibility Report completed in September 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		21,200,000	Channel Deepening	33	TBD
			Berthing Areas	38	TBD
Estimated Non-Federal Cost		36,100,000			
Cash Contributions	31,992,000		Total Project	34	TBD
Other Costs	4,108,000				
Total Estimated Project Cost		36,100,000			
Allocation to 30 September 2002		10,042,000			
Conference Allowance for FY 2003		TBD			
Allocations for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocations Requested for FY 2004		2,000,000			
Scheduled Balance to Complete After FY 2004		TBD			
Unscheduled Balance to Complete After FY 2004		0			

JUSTIFICATION: Jacksonville Harbor in 1988 and 1989 averaged about 15.4 million tons of cargo per year, 53 percent of which is bulk petroleum and coal. Port Authority representatives would like the channel deepened to accommodate larger vessels now being utilized by the world's commercial fleet. Various types of vessels carrying containers, coal, and fuel must light load instead of using full cargo carrying capacity. Average annual benefits amount to \$3,027,000, all for commercial navigation.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue channels construction	2,000,000
Total	2,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way.	10,000	
Pay 35 percent of the costs allocated to deep draft navigation during construction.	11,400,000	
Pay 100 percent of the costs associated with dredging berthing areas, 40' Deepening and mitigation	24,690,000	
Total Non-Federal Cost	36,100,000	

STATUS OF LOCAL COOPERATION: The Jacksonville Harbor Port Authority strongly supports this project. The Project Cooperation Agreement was executed in March 2001.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$21,200,000 is an increase of \$11,100,000 over the latest estimate (\$10,100,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	1,164,000
Post contract award and other estimating adjustments	9,936,000
Total	11,100,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Assessment was completed in September 1998.

OTHER INFORMATION: The GRR to deepen the remainder of Jacksonville Harbor is complete and is in place for authorization in the next WRDA. DE's notice on GRR was issued 3 Dec 2002, and initiation of Plans & Specs preparation scheduled for FY2003. Contract 2 scheduled for completion in September 2003.

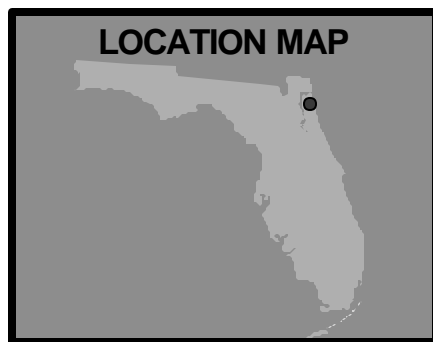
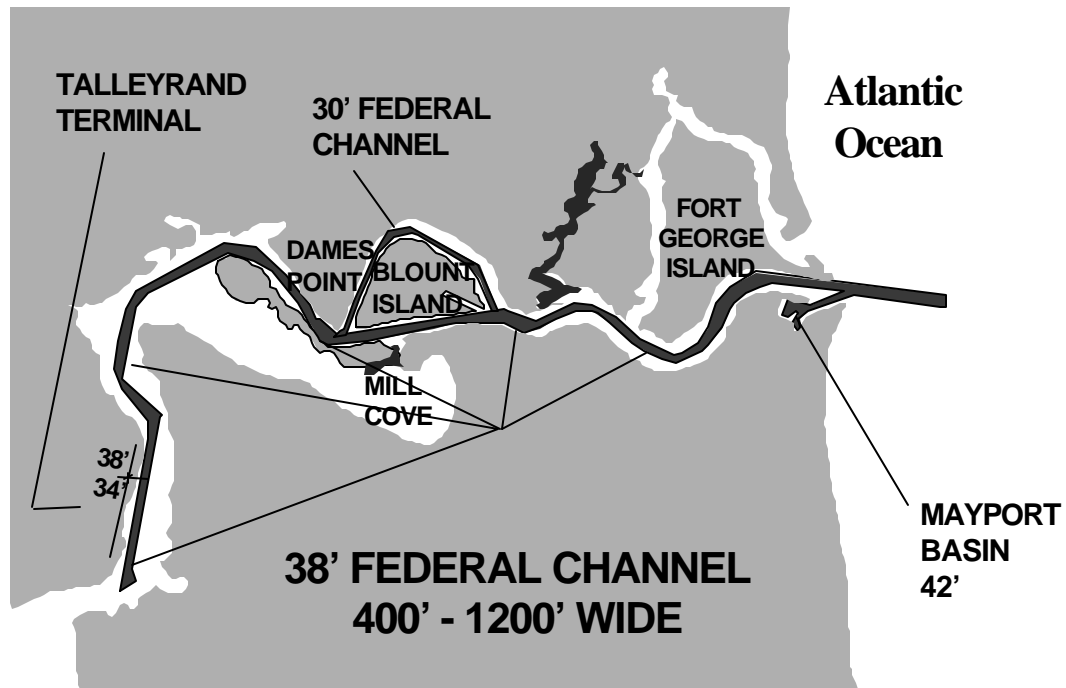
Division: South Atlantic

District: Jacksonville

Jacksonville Harbor, FL

3 February 2003

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**JACKSONVILLE HARBOR,  
FLORIDA**

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Miami Harbor Channel, Florida (Continuing)

LOCATION: Miami Harbor is located in Biscayne Bay, a shallow salt water sound on the Atlantic Coast near the southern end of the Florida Peninsula.

DESCRIPTION: The project provides for construction and maintenance of a 44 feet deep entrance channel, 42 feet deep interior channels, and a turning basin with a depth of 42 feet and a diameter of 1,600 feet located at the Dodge-Lummus Island intersection.

AUTHORIZATION: Water Resources Development Act of 1990.

REMAINING BENEFIT-REMAINING COST RATIO: 1.4 to 1 at 6-1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 6-1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-3/8 percent (FY 1992)

BASIS OF BENEFIT-COST RATIO: Benefits are included in the Miami Harbor Final Feasibility Report completed in September 1989 at October 1989 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT. OF EST FED. COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Total Estimated Federal Cost		56,800,000				
Estimated Federal Cost (COE)	56,625,000			Channels		
Estimated Federal Cost (USCG)	175,000			Phase I	100	Aug 1994
				Phase II	12	TBD
				Phase III	1	TBD
Estimated Non-Federal Cost		36,900,000				
Cash Contributions	30,591,000			Entire Project	26	TBD
Other Costs	6,309,000					
Total Estimated Project Cost		93,700,000				
Allocations to 30 September 2002		26,653,000				
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD				
Allocation Requested for FY 2004		2,700,000				
Programmed Balance to Complete after FY 2004		TBD				
Unprogrammed Balance to Complete after FY 2004		0				

#### PHYSICAL DATA

Dredging 5,950,000 cubic yards

Division: South Atlantic

District: Jacksonville

Miami Harbor Channel, FL

3 February 2003

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JUSTIFICATION: The port is the largest cruise ship terminal in the world as well as a major commercial harbor in Florida. Over 2.5 million passengers and 2.4 million tons of cargo passed through the harbor in 1986. Additionally, expansion of the port facilities has been occurring over the past several years. The June 1989 Feasibility Report identified problems with inadequate channel depths for deep draft navigation, an inadequate turning basin for vessels calling at Lummus/Dodge Island, and inadequate channel widths in the bar cut turn and in Government cut. Average annual benefits are as follows:

Annual Benefits	Amount
Navigation General Commercial	9,169,000
Total	9,169,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Dredging Contract	\$2,295,000
Engineering and Design	189,000
Construction Management	216,000
Total	\$2,700,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material Disposal areas.	104,000	
Modify or relocate utilities, roads, bridges, and other facilities, where Necessary for the construction of the project	3,410,000	
Pay 35 percent of the costs or 100% of the unapproved costs allocated to deep draft navigation during construction	30,591,000	
Pay 100% of the costs associated with dredging berthing areas.	2,795,000	
Total Non-Federal Cost	36,900,000	

Division: South Atlantic

District: Jacksonville

Miami Harbor Channel, FL

3 February 2003

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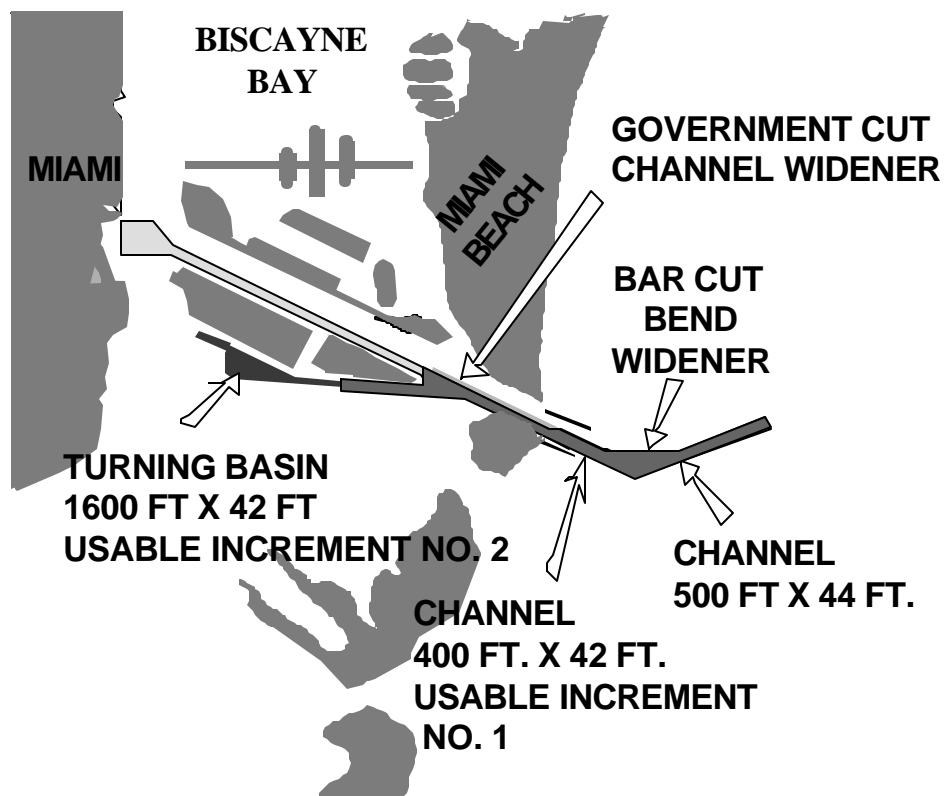
STATUS OF LOCAL COOPERATION: The local sponsor is the Miami Port Authority. The Port Authority awarded the Phase II contract in September 1994. An agreement for reimbursement under Section 204(e) of the Water Resources Development Act of 1986 was executed on 1 November 1991 and amended 5 August 1996, 22 August 1997, and 3 July 2001. A new Project Cooperation Agreement is scheduled to be executed in early 2003.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$56,625,000 is a decrease of \$325,000 from the latest estimate (\$56,950,000) presented to Congress (FY 2003). This change includes the following:

Item	Amount
Price Escalation on Construction Features	-1,330,000
Design Changes *	1,005,000
Total	-325,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement and Section 404(b)(1) report were filed with EPA on 22 September 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1989. Funds to initiate construction were appropriated in FY 1992. Phase I of the project was completed in August 1994. Phase II is scheduled for completion in September 2004. The remainder of Phase II is being taken over by the Corps of Engineers and a new Project Cooperation Agreement will be executed. Design changes are being evaluated in a GR that will require authorization.



**DISPOSAL AREA**  
5 MILES  
OFFSHORE (EAST)

**MITIGATION SITE**  
OLETA RIVER STATE  
PARK 8 MILES NORTH



**MIAMI HARBOR,  
FLORIDA**

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Brunswick Harbor, Georgia (Continuing)

LOCATION: Brunswick Harbor is located in an estuary along the Atlantic Coast approximately 80 miles south of Savannah, Georgia and 70 miles north of Jacksonville, Florida. An entrance channel 9 miles in length is maintained from the mouth of the harbor, Station 0+000 to Station -52+500B. The port's primary docks and terminals are located on the east bank of East River in the City of Brunswick. The remaining docks and terminals are situated along the south bank of South Brunswick River on Colonel's Island, located in Glynn County.

DESCRIPTION: The recommended project consists of deepening the Bar Channel from -32 feet mlw to -38 feet mlw; deepening the Inner and Upper Harbor Channels from -30 feet mlw to -36 feet mlw; constructing a new turning basin in the Upper East River Channel approximately 1,100 feet by 1,100 feet and deauthorizing the existing East River turning basin; raising the dikes at Andrews Island disposal site from approximately +26 feet mlw to approximately +35 feet mlw; widening the channel at the new Sidney Lanier Bridge from 200 to 400 feet; widening approximately 10,000 feet of the Turtle River Lower Range from 300 to 400 feet; widening approximately 5,750 feet in the Upper East River Channel from 350 to 400 feet; and expanding the Lower Turtle River turning basin to approximately 2,500 feet by 1,150 feet.

AUTHORIZATION: Water Resources Development Act of 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 2.2 to 1 at 6 7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.9 to 1 at 6 7/8 percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluation contained in the Brunswick Harbor Deepening Feasibility Report dated March 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		58,900,000	Entire Project	8	TBD
Future Non-Federal Reimbursement		2,350,000			
Estimated Federal Cost (Ultimate)		56,550,000			
Estimated Non-Federal Cost		27,450,000			
Cash Contributions	19,600,000				
Other Costs	5,500,000				
Reimbursements	2,350,000				
Total Estimated Project Cost		84,000,000			
Allocations to 30 September 2002		3,355,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for FY 2004		4,500,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

Division: South Atlantic

District: Savannah

Brunswick Harbor, GA

3 February 2003

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#### PHYSICAL DATA

##### Channels:

Deepen Inner and Upper Harbor Channels from -30' mlw to -36' mlw. Deepen Bar Channel from -32' mlw to -38' mlw. Widen the Channel at new Sidney Lanier Bridge from 200' to 400'. Widen 10,000' of Turtle River Lower Range from 300' to 400'. Widen 5,750' in Upper East River Channel from 350' to 400'.

Turning Basin: Construct new turning basin in Upper East River Channel 1,100' by 1,100'. Expand Lower Turtle River turning basin 2,500' by 1,150'.

##### Disposal Site:

Raise dikes at Andrews Island from approximately +26' mlw to approximately +35' mlw.

JUSTIFICATION: The harbor consists of 28 miles of channel, including nine miles of entrance channel and two turning basins. Existing authorized project depths consist of -30 feet mlw in the Inner Harbor and -32 feet mlw in the Bar Channel. Overall tonnage has increased for the fifth consecutive year. A total of 2.3 million tons in fiscal year 1997 reflects a 24 percent increase over the previous fiscal year. However, current imports and exports through the port continue to be limited by insufficient channel depth in the form of tidal delays and light loading. This problem is most acute with bulk and breakbulk carriers, although the automobile carriers experience some tidal delay. As traffic continues to increase and as vessels in the world fleet continue to grow in size due to the retirement of smaller ships, the problem will be exacerbated in the future. Average annual benefits for commercial navigation are \$6,651,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Construction Bar Channel	4,000,000
Planning, Engineering and Design	100,000
Construction Management	400,000
Total	\$4,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas.	5,500,000	0
Pay 25 percent of the costs allocated to general navigation facilities during construction	19,600,000	0
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged material disposal areas provided for commercial navigation.	2,350,000	0
Total	27,450,000	0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The Georgia Ports Authority (GPA) has been the local sponsor for the Feasibility and PED phases and will provide funds through the local sponsor, GA DOT for the construction phase. The GPA expects to fund its share of project construction with monies provided by a letter of credit. The Project Cooperation Agreement was executed in April 2002.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$58,900,000 is an increase of \$17,439,000 over the latest estimate (\$41,461,000) submitted to Congress (FY 2003). This change includes the following items:

Item	Amount
Design Changes	\$2,539,000
Post contract award and other estimating adjustments	\$14,900,000
TOTAL	\$17,439,000

Division: South Atlantic

District: Savannah

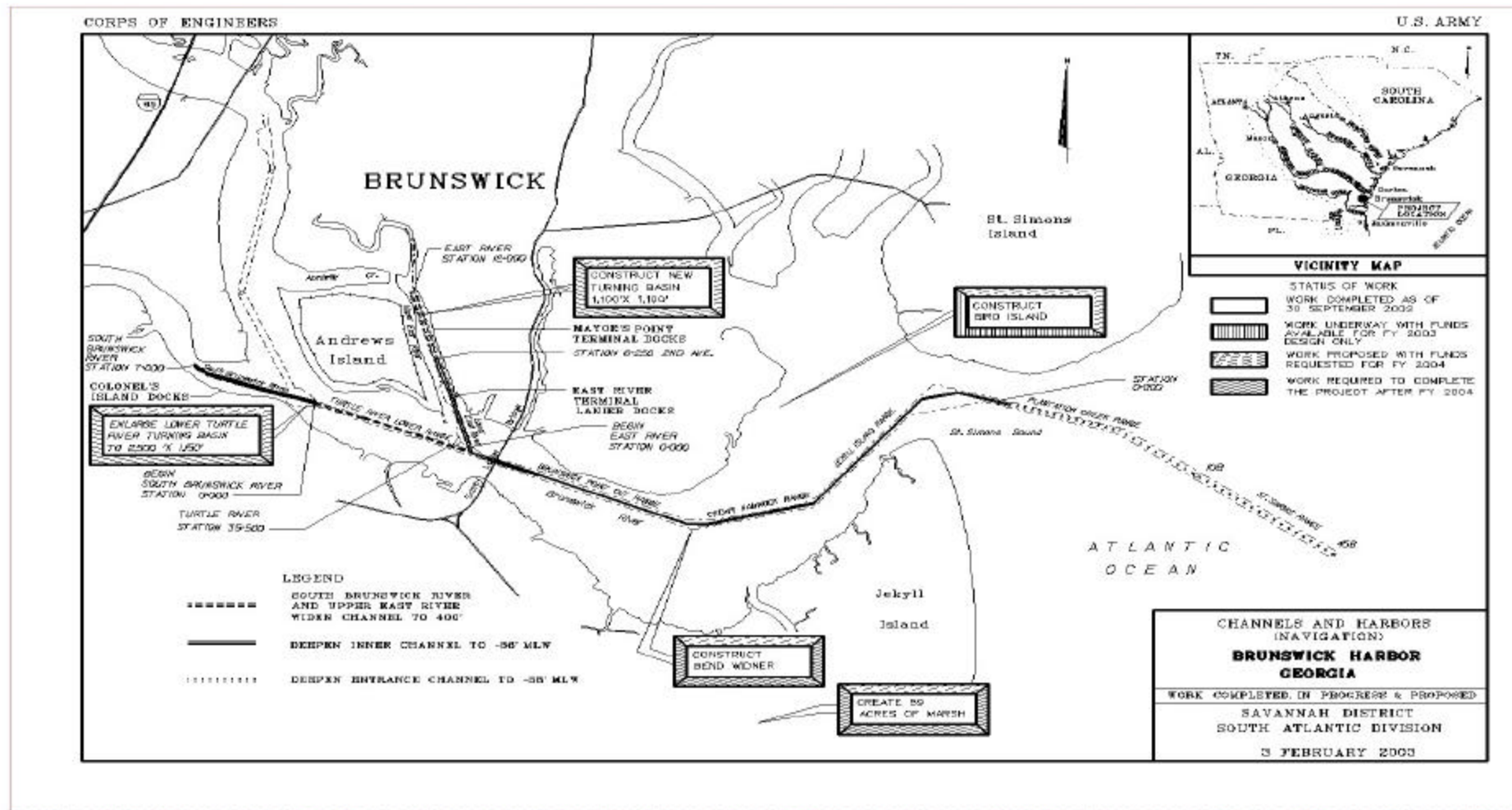
Brunswick Harbor, GA

3 February 2003

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STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with EPA on 12 June 1998.

OTHER INFORMATION: Construction General funds to initiate construction were appropriated in FY 2001. A mitigation plan was developed to compensate for the unavoidable losses of 18.1 acres of spartina saltmarsh due to the project. The plan calls for restoration of 45 acres of non-functioning wetlands at an estimated cost of \$4,700,000. A monitoring program will be implemented to ensure that the restoration action is functioning as intended.





APPROPRIATION: Construction, General - Channels and Harbors (Navigation)

PROJECT: Pascagoula Harbor, Mississippi (Continuing)

LOCATION: Pascagoula Harbor project is located on the Gulf Coast, at Pascagoula, in Jackson County, Mississippi, about 100 miles east of New Orleans, Louisiana, and 32 miles west of the entrance to Mobile Harbor, Alabama. The deep draft ship channel runs southward from Pascagoula through Mississippi Sound into deep water in the Gulf of Mexico.

DESCRIPTION:

PHASE I (COMPLETED): Constructed a new turning basin at the present project depth of 38 feet at the mouth of Bayou Casotte, widened the Gulf approach channel to 450 feet and the Horn Island Pass Channel to 600 feet, and relocated the Horn Island Pass 300 feet to the west.

PHASE II: The proposed plan of improvement is to widen the Bayou Casotte Channel from the junction with the Lower Pascagoula Channel to the mouth of Bayou Casotte to 350 feet; deepen the Bar Channel from its origin in the Gulf, the 44 foot contour (MLLW), to the transition at the north end of Horn Island Pass to 44 feet, the nominal 42-foot project depth with 2 feet of additional depth as an allowance for wave action; deepen the Lower Pascagoula and Bayou Casotte Channels to 42 feet; deepen the turning basin located at the mouth of the Bayou Casotte Harbor and the 1,200-foot project extension north of the turning basin to 42 feet; and deepen the two impoundments along the east side of Horn Island Pass and the Bar Channel to 44 feet. Construct a 168 acre dredged material disposal facility.

An additional phase of the authorized project will be constructed as related to priority of needs and the non-federal sponsor's willingness and capability to participate. The additional phase of work is currently unprogrammed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable for Phase I because construction is complete; 4.3 to 1 at 7 5/8 percent for Phase II.

TOTAL BENEFIT-COST RATIO: 1.14 to 1 at 8 ½ percent for Phase I; 0.9 to 1 at 7 5/8 percent for Phase II.

INITIAL BENEFIT-COST RATIO: 1.14 to 1 at 8 ½ (FY 1994) for Phase I; 1.2 to 1 at 7 5/8 percent (FY 1998) for Phase II.

BASIS OF BENEFIT-COST RATIO: Benefits for Phase I are from the General Design Memorandum approved in June 1992 at October 1991 price levels.  
Benefits for Phase II are from the Limited Reevaluation Report prepared in April 1997 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA

ACCUM  
PCT OF EST  
FED COST

Estimated Appropriation Requirements (COE)		\$46,518,000	Allocation to 30 September 2002		\$32,379,000
Programmed Construction	37,678,000		Conference Allowance for FY 2003		TBD
Unprogrammed Construction	8,840,000		Allocation for FY 2003		TBD
Estimated Appropriation Requirement (USCG)		732,000	Allocation Through FY 2003		TBD
Programmed Construction	682,000		Allocation Requested for FY 2004		2,989,000
Unprogrammed Construction	50,000		Programmed Balance to Complete after FY 2004		TBD
Estimated Total Appropriation Requirement		47,250,000	Unprogrammed Balance to Complete after FY 2004		TBD
Programmed Construction	38,360,000				
Unprogrammed Construction	8,890,000				
Non-Federal Reimbursement		6,202,000			
Programmed Construction	5,023,000		STATUS	PERCENT	PHYSICAL
Unprogrammed Construction	1,179,000		(1 Jan 2003)	COMPLETE	COMPLETION
Estimated Federal Cost (Ultimate)(COE)		40,316,000	Construction		
Programmed Construction	32,655,000		Phase I	100	Sep 1996
Unprogrammed Construction	7,661,000		Phase II	85	TBD
Estimated Non-Federal Cost		26,451,000	Remainder	0	Indefinite
Programmed Construction	22,325,000		Entire Project	75	Indefinite
Cash Contributions	13,425,000				
Other Costs	3,877,000				
Reimbursements	5,023,000				
Unprogrammed Construction	4,126,000				
Cash Contributions	2,947,000				
Other Costs	0				
Reimbursements	1,179,000				
Total Est. Programmed Construction Cost		55,663,000			
Total Est. Unprogrammed Construction Cost		11,837,000			
Total Estimated Cost		67,500,000			

Division: South Atlantic Division

District: Mobile

Pascagoula Harbor, MS

3 February 2003

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#### PHYSICAL DATA:

Phase I (Complete) – Construct new turning basin at 38 feet depth at Bay of Casotte, widen the Gulf approach channel to 450 feet and the Horn Island Pass Channel to 600 feet, and relocate Horn Island Pass 300 feet to the west.

Phase II – Deepen and widen Bayou Casotte Channel from 38 feet by 225 feet to 42 feet by 350 feet, deepen Lower Pascagoula Channel from 38 feet to 42 feet, deepen Horn Island Pass and Bar Channel from 40 feet to 44 feet, and construct confined disposal facility.

Phase II (Remainder) – Deepen Pascagoula River Channel from 38 feet to 42 feet.

#### JUSTIFICATION:

Pascagoula Harbor is located on the Gulf Coast at Pascagoula, Mississippi, in Jackson County. This deep-draft ship channel has a total length of 17.5 miles from the Pascagoula Inner Harbor to deep water in the Gulf of Mexico. The port is essential to the economy of the state and to Jackson County, the state's most industrialized county. The Pascagoula River channel serves Ingalls Shipbuilding, a grain elevator, the Navy Homeport and numerous lumber and breakbulk shippers. The Bayou Casotte Channel serves the Chevron refinery, the nation's seventh largest crude oil refinery. The channel also serves Mississippi Phosphates, and numerous breakbulk shippers from port facilities in the inner harbor. The Phase II evaluation includes deepening the entrance channel and Horn Island Pass including associated impoundment basins to 44 feet, deepening the Lower Pascagoula Channel to 42 feet, deepening and widening the Bayou Casotte Channel to 42 feet and 350 feet, respectively, terminating approximately 1,200 feet north of the southern turning basin which will also be deepened to 42 feet. Recommended project modifications would allow crude oil and petroleum coke vessels to load to deeper drafts realizing economies of scale. In addition, Halter Marine and Ham Marine, whose facility located at Bayou Casotte Harbor is dependent upon channel widening, will be able to service/build larger oil drilling rigs which are increasingly becoming industry standard. Benefits attributed to channel deepening and widening total \$2,571,998 annually. Crude oil imports benefiting from channel deepening will total 13,839,874 short tons annually, while petroleum coke exports will total 1,317,650 short tons annually. With a 350-foot wide Bayou Casotte Channel, the number of drill rigs serviced/built annually will range from 18 in the year 2000 to 23 by the year 2050.

Maintenance dredging of those segments of the Federal project within Mississippi Sound is performed by pipeline or mechanical dredge. The disposal area at Greenwood Island has been determined to be unsuitable for continued use and a new site is currently being developed at the former Tenneco Site on the eastern shore of Bayou Casotte. This new site will replace all the functions of the Greenwood Island site. Material dredged from the mouth of Pascagoula River and Bayou Casotte southward is placed in open water disposal areas west of the channels. Provisions have also been made for placing this material in the Pascagoula Ocean Dredged Material Disposal Site (ODMDS) in the Gulf of Mexico on an as needed basis. Maintenance dredging in the Horn Island Pass is performed on an as needed basis with maintenance material being placed in adjacent Disposal Area 10, the littoral zone disposal area, and in the ODMDS. The average annual benefits for the Phase II project are \$2,571,998 all for commercial navigation.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Construction of Confined Disposal Facility	\$ 2,789,000
Planning, Engineering and Design	100,000
Construction Management	100,000
Total	\$ 2,989,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
PHASE I:		
Pay 25% of the cost allocated to general navigation facilities during construction.	\$ 3,352,000	\$ 0
Reimburse an additional 10% of the costs allocated to general navigation facilities within a period of 30 years following completion of construction.	1,341,000	0
PHASE II:		
Modify or relocate pipeline facility where necessary for the construction of the project	2,744,000	0
Pay 25% of the costs allocated to general navigation facilities during construction.	10,073,000	0
Pay 100% of the cost allocated to berthing area dredging (without credit).	510,000	0
Provide lands easements, rights of way, for dredged material disposal facility.	623,000	0

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of Local Cooperation		
Reimburse an additional 10 % of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as entirely reduced by a credit allowed for the value of relocations provided for commercial navigation.	3,682,000	0
REMAINDER:		0
Pay 25% of the cost allocated to general navigation facilities during construction.	2,947,000	0
Reimburse an additional 10% of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, partially reduced by a credit allowed for the value of relocations provided for commercial navigation.	1,179,000	0
Total Non-Federal Costs	\$ 26,451,000	0

The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The local sponsor for Phase II is the Jackson County Port Authority (JCPA) at Pascagoula, Mississippi. The Project Cooperation Agreement (PCA) for dredging was signed in April 1999. The Mississippi State Legislature passed House Bill 1681 to issue general obligation bonds for improvements at the Port of Pascagoula to be used towards the Non-Federal share of the project.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$46,518,000 is a decrease of \$331,000 from the latest estimate of (\$46,849,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	-\$331,000
Total	-\$331,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: In accordance with the requirements of the National Environmental Policy Act (NEPA) the Final Environmental Impact Statement (FEIS) for Pascagoula Harbor, Mississippi Navigation Improvements was filed with the Council on Environmental Quality on July 12, 1985. The State of Mississippi, Office of the Governor concurred with the FEIS by letter dated August 20, 1985. The Record of Decision (ROD) for commercial navigation improvements, Pascagoula Harbor, was signed by the U.S. Army Corps of Engineers, Director of Civil Works, July 24, 1992.

The FEIS addressed impacts associated with proposed channel improvements consisting of dredging approximately 14 million cubic yards of material for new work activities including deepening and widening the entrance channel to 44 feet by 550 feet from the Gulf of Mexico to the southern end of Horn Island Pass, then continuing the 44-foot depth through Horn Island Pass at a width of 600 feet with reconfiguration of the impoundment basin on Horn Island Pass to provide a 56-foot deep by 1500-foot long section within the channel limits. Within the Mississippi Sound and into the Pascagoula River, the channel would be deepened to 42 feet at the existing width of 350 feet. The channel into Bayou Casotte would be widened to 350 feet and deepened to 42 feet. Also included was a new 1,150-foot diameter turning basin just inside the mouth of Bayou Casotte.

New work material from the Pascagoula River inner harbor would be deposited in the Environmental Protection Agency (EPA) designated ocean dredged material disposal site (ODMDS) located approximately 3 miles south of Horn Island. New work material from the mouth of the Pascagoula River to the north end of Horn Island Pass and all of the Bayou Casotte channel material would also be disposed in the ODMDS. New work and maintenance material dredged from the entrance channel, including Horn Island Pass, would be disposed in a near-shore area between the -15 and -30 foot depth contours south of Horn Island and in the ODMDS.

The FEIS stipulated that maintenance material from the Pascagoula River channel would be placed in existing Triple Barrel disposal site and the expanded disposal area on Singing River Island. Maintenance material from Bayou Casotte would be placed in the Greenwood Island upland disposal site. Maintenance material from all channel segments within Mississippi Sound would be placed in previously used open water placement sites in Mississippi Sound. Since completion of the FEIS, the disposal area at Singing River Island has been utilized for the development of Naval Station Pascagoula. Future use of this area has been determined to best be associated with the expansion of the Naval Station or other military related uses. Placement of material from the channel segment that previously was deposited on Singing River Island is currently scheduled for the ocean dredged material disposal site until the dredged material management plan is revised. Greenwood Island was determined to be unsuitable for the continued placement of dredged material due to site contamination issues. This site has been replaced by the Bayou Casotte Dredged Material Placement Site on the former TENNECO site located directly across the channel from Greenwood Island. The dredged material management plan has been modified to accommodate this change.

The U.S. Environmental Protection Agency completed an FEIS in July 1991 designating the Pascagoula Ocean Dredged Material Disposal Site. This FEIS addressed impacts for the designation and use of the ODMDS and the transportation and placement of approximately 1 million cubic yards of maintenance material to be dredged by the U.S. Navy from the Upper Pascagoula segment of the Pascagoula Harbor navigation project (prior to channel improvements) and the approximately 12 million cubic yards of new work to be dredged from the construction of authorized improvements for the project.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design for the total project were appropriated in FY 1987. A Limited Reevaluation Report for Phase II was completed in July 1997. There are Fish and Wildlife Facilities scheduled to be constructed with the Phase II portion of the project. Their cost will be \$3,325,000. These funds will be used for wetland mitigation, specifically for geotubes for bank protection and wetland creation.

Phase II:

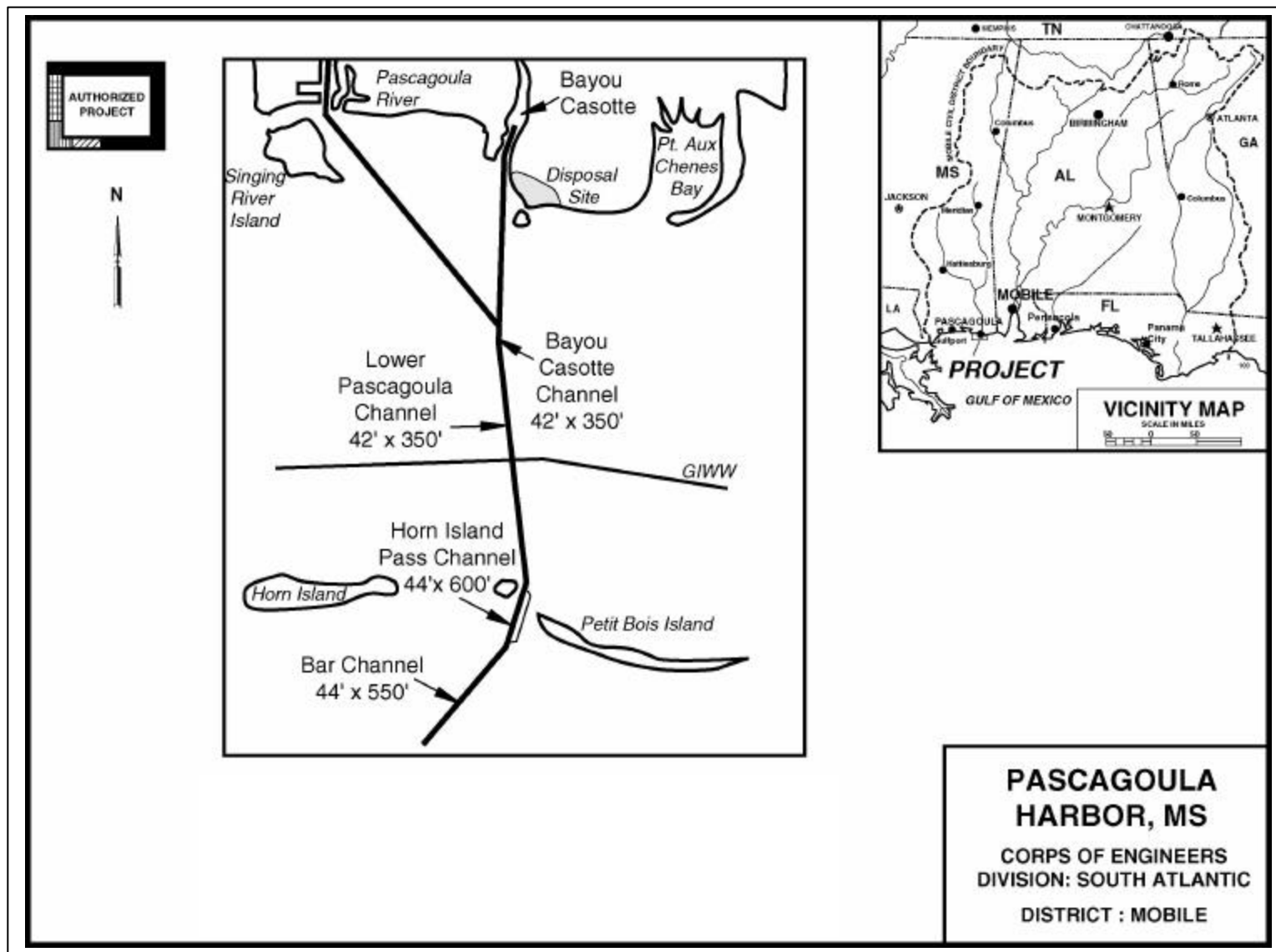
SUMMARIZED FINANCIAL DATA FOR PHASE II:

Estimated Appropriation Requirements (COE)		\$ 27,621,000
Estimated Appropriation Requirements (U.S.C.G.)		46,000
Estimated Total Appropriation Requirements		27,667,000
Future non-Federal Reimbursement		3,682,000
Estimated Federal Cost (Ultimate)(COE)		23,939,000
Estimated Non-Federal Cost		17,632,000
Cash Contributions	10,073,000	
Other Costs	3,877,000	
Reimbursements	3,682,000	
Total Estimated Project Cost		\$ 41,617,000

REMAINING BENEFIT-REMAINING COST RATIO: 4.3 to 1 at 7 5/8 percent.

TOTAL BENEFIT-COST RATIO: 0.9 to 1 at 7 5/8 percent.





APPROPRIATION TITLE: Construction, General - Channel and Harbors (Navigation)

PROJECT: Wilmington Harbor, North Carolina (Continuing)

LOCATION: The project is located at Wilmington on the southeastern coast of North Carolina in New Hanover and Brunswick Counties.

DESCRIPTION: The project consists of two separable elements, the portion for deepening of the existing project and the portion for raising the dikes on Eagle Island dredged material disposal facility (DMDF) for maintenance of the existing project until the deepening is completed. The plan of improvement consists of deepening the ocean bar and entrance channels from the authorized depth of 40 feet to 44 feet; deepening the authorized 38-foot project to 42 feet up to and including the anchorage basin immediately upriver from the State Ports Authority dock, and extending the anchorage basin northward by 300 feet; widening the existing 400-foot wide channel to 600 feet over a total length of 6.2 miles including Lower and Upper Midnight and Lower Lilliput reaches; widen five turns and bends by 100 to 200 feet providing a total average channel width of 500 to 675 feet; widening the Fourth East Jetty Channel to 500 feet over a total length of 1.5 miles; deepening the 32-foot channel between Castle Street and the Hilton Railroad Bridge, the 32-foot turning basin just above the mouth of the Northeast Cape Fear River on the west side, and the 25-foot channel from the Hilton Railroad Bridge to 750 feet upstream all to a depth of 38 feet; deepening the 25-foot channel from 750 feet upstream of the Hilton Railroad Bridge to the turning basin near the upstream limits of the project to 34 feet, along with widening of the channel from 200 to 250 feet; and widening the turning basin from 700 to 800 feet; mitigation to include acquiring, by fee title, 30 acres of upland and construction of an embayment, acquisition of about 700 acres of existing marsh and upland areas for preservation of habitat to offset losses of wetlands and primary nursery areas and construct a fish passage structure at Lock and Dam Number 1. A separate Section 933 project was added in FY 2001 to place sand on Brunswick County Beaches. The plan of improvement for the dredged material disposal facility consists of incrementally raising the dikes of three cells on Eagle Island confined disposal facility from their current elevations to 25, 29, 32, 35, 38 and 40 feet.

AUTHORIZATION: Water Resources Development Acts of 1986 and 1996, Rivers and Harbors Acts of 1945 and 1962 and the River and Harbor Act of 1960, as amended (Section 107).

REMAINING BENEFIT-REMAINING COST RATIO: 2.2 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent (deepening portion); N/A (DMDF Portion)

BASIS OF BENEFIT-COST RATIO: Benefits for the deepening portion are from the latest available evaluation contained in the feasibility report dated June 1996 at October 1995 price levels for the previous Cape Fear-Northeast Cape Fear River project, in the General Design Memorandum Supplement dated February 1994 at October 1993 price levels for the previous Wilmington Harbor-Northeast Cape Fear River project and in the feasibility report dated March 1994 at October 1992 price levels for the previous Wilmington Harbor Channel Widening project. Project feasibility for the DMDF portion is based on the original project authorization and the method of disposal of the dredged material is based on the least cost alternative as shown in the decision report approved 1 September 1998.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

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SUMMARIZED FINANCIAL DATA	ACCUM PCT OF EST FED COST	PHYSICAL STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (COE)	\$293,800,000	Deepening Portion	53	TBD
Estimated Appropriation Requirement (OFA)	1,666,000	Dredged Material Disposal Facility (DMDF) Portion	13	TBD
Estimated Total Appropriation Requirement	295,466,000	Entire Project	48	TBD
Future Non-Federal Reimbursement	31,000,000			
Estimated Federal Cost (Ultimate)	259,566,000			
Estimated Non-Federal Cost	180,434,000			
Cash Contributions	99,412,000			
Other Costs	45,122,000			
Reimbursements	35,900,000			
Navigation	35,900,000			
Total Estimated Project Cost	\$440,000,000			
Allocations to 30 September 2002	141,769,000			
Conference Allowance for FY 2003	TBD			
Allocation for FY 2003	TBD			
Allocations through FY 2003	TBD			
Allocation Requested for FY 2004	9,650,000			
Programmed Balance to Complete After FY 2004	TBD			
Unprogrammed Balance to Complete After FY 2004	0			

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

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# PHYSICAL DATA

Channels and Basins	Length	Width	Depth
Ocean Bar and Entrance Channel	8.5 miles	500 feet	44 feet
River Channel to mile 27.5	24.8 miles	400 feet	42 feet
Passing Lane	6.2 miles	200 feet	42 feet
Turns and Bends – widen five turns and bends by 100 to 200 feet providing a total average navigation channel width of 500 to 675 feet.			
Anchorage Basin	1600 feet	1,200 feet	42 feet
Fourth East Jetty	1.5 miles	500 feet	42 feet
Castle Street to NC 133 Bridge	1.7 miles	400 feet	38 feet
NC 133 Bridge to Hilton RR Bridge	0.5 miles	300 feet	38 feet
Hilton RR Bridge Upstream	750 feet	200 feet	38 feet
Turning Basin #1	750 feet	750 feet	38 feet
Channel from 750 feet upstream of Hilton			
RR Bridge to mile 30.5	1.3 miles	250 feet	34 feet
Turning Basin #2	550 feet	800 feet	34 feet

Mitigation - Acquire 30 acres of upland and construction of an embayment, acquisition of 700 acres to offset losses of wetlands and primary nursery area and install a fish ladder at Lock and Dam No. 1 on the Cape Fear River.

Incremental dike raising of cells 1,2, and 3 on Eagle Island to elevations 25 ,29, 32, 35, 38 and 40 feet.

JUSTIFICATION: The existing Wilmington Harbor project averaged 7,999,400 tons of waterborne commerce for the period 1995-1999. The recommended project would result in substantial savings ranging from \$0.57 to \$13.00 per ton in transportation and handling costs on certain commodities. The largest savings would be \$13.00 per ton on liquefied gas followed by chrome ore at \$6.88. The major commodities imported through the port are salt, chrome ore, fertilizer materials, basic chemicals, asphalt, alcohols and cement with major exports being tobacco, wood pulp and DMT fibers. It is estimated that each passing situation necessitates an average delay of approximately 25 minutes for each vessel in order to pass in the safest reaches of the river resulting in increased costs of vessel operation. Construction of the 6.2 mile passing lane will eliminate 85 percent of such delays and provide increased speeds in transit. Widening the five turns will result in an average savings of 15 minutes in vessel operating time for each transit of the river. The current 38-foot project could handle vessels in the 25,000 to 40,000 ton class while the 42-foot project could handle vessels in the 35,000 to 60,000 ton class. The current 32-foot channel can handle vessels in the 25,000 ton class while the recommended 38-foot channel will handle vessels in the 40,000 ton class. Recently completed investments in container facilities, regional highway improvements, airport facilities, and refrigerated warehouse storage will result in greater opportunities for growth. The Wilmington Harbor Ocean Dredged Material Disposal Site (ODMDS) is available for the lower reaches, an existing disposal site, Eagle Island is available for the middle reach and the State is acquiring a site at Point Peter from New Hanover County for the upper reach of the project. Eagle Island dikes are being raised to increase capacity for the middle reach.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

3 February 2003

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JUSTIFICATION (continued):

Since these dredging costs would be incurred every year, they represent the equivalent average annual cost of this operation and can therefore be compared directly to the equivalent annual cost associated with the Eagle Island Dike plan. This comparison resulted in the dike raising being the least costly alternative. The recommended improvements are essential to the economic welfare of New Hanover County and the surrounding area. Average annual benefits are as follows:

Annual Benefits	Amount
Commercial Navigation	\$39,292,000
Environmental Enhancement	(not quantified)
Total	\$39,292,000

FISCAL YEAR 2004: The requested amount of \$9,650,000 will be applied as follows:

Continue Channel Dredging Contracts for deepening portion	\$6,851,000
Continue Raising Cell 1-2 to elevation 39 feet for DMDF portion	1,802,000
Complete Dike Raising Cells 1-4 Site Management for DMDF Portion	34,000
Planning, Engineering, and Design for deepening portion	400,000
Planning, Engineering, and Design for DMDF portion	100,000
Construction Management for deepening portion	400,000
Construction Management for DMDF portion	63,000
Total	\$9,650,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1996, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Separable Element (Deepening Portion):		
Provide lands, easements, rights of way, and dredged material disposal area lands.	\$ 2,064,000	\$6,000
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	20,957,000	
Pay 25 percent of the costs allocated to deep draft navigation during construction.	81,832,000	
Pay 25 percent of costs allocated to Section 933 portion during construction.	5,380,000	
Provide and maintain, at its own expense, the local service facilities necessary to realize the benefits of the general navigation features.	22,101,000	
Reimburse an additional 10 percent of the costs allocated to general navigation facilities within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations and dredged material disposal areas.	31,000,000	
Total Non-Federal Costs	\$163,334,000	\$6,000
Separable Element (DMDF):		
Pay 25 percent of the cost of construction of the facilities	\$ 12,200,000	
Reimburse an additional 10 percent of the costs of the facility within a period of 30 years following completion of construction	4,900,000	
Total Non-Federal Costs	\$17,100,000	\$0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs within a period of 30 years following completion of construction.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, NC

#### STATUS OF LOCAL COOPERATION:

The State of North Carolina is the project sponsor. By letters dated 16 May 1996 and 24 April 1997 the State expressed support for the project and provided assurances of their intent to act as project sponsor and to sign a Project Cooperation Agreement (PCA) at the appropriate time. The State of North Carolina intends to seek appropriations from the General Assembly to fund its share of the project cost. The future reimbursement payment will be initiated in the year following completion of construction. The combined PCA was executed on 26 March 1999 for both elements. All work on the dredged material disposal facility prior to FY 00 was accomplished with advanced contributed funds under an agreement executed in July 1997. The future reimbursement for this element will be initiated in the year following the completion of the first dike raising.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate of \$293,800,000 is a decrease of \$25,600,000 from the latest estimate (\$319,400,000) presented to Congress (FY 2003).

Item	Amount
Price Escalation on Construction Features	+\$ 2,283,000
Design Changes	3,000,000
Post Contract Award and other Estimating Adjustments	-30,883,000
Total	\$-25,600,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The draft EIS for the deepening portion was filed with EPA in February 1996. The final EIS was filed with EPA in July 1996. 401 Certification was completed in October 1996. The final EIS for the DMDF portion was filed with EPA in July 1996. A Record of Decision was signed in December 1996. A Finding of No Significant Impact for design changes was signed in June 2000.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1987. The Wilmington Harbor, NC - 96 Act, and Wilmington Harbor, NC (Dredged Material Disposal Facilities) projects were combined in October 1998 to form this project.

Wilmington Harbor, NC - 96 Act - Deepening Portion

SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS:

Estimated Appropriation Requirement (COE)			\$257,000,000
Estimated Appropriation Requirement (OFA)			1,666,000
Estimated Total Appropriation Requirement			258,666,000
Estimated Federal Cost (Ultimate)			227,666,000
Estimated Non-Federal Cost			163,334,000
Cash Contributions		87,212,000	
Other Costs		45,122,000	
Reimbursements		31,000,000	
Navigation	31,000,000		
Total Estimated Project Cost			\$391,000,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 2.2 to 1 at 7 5/8 percent.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.4 to 1 at 7 5/8 percent.



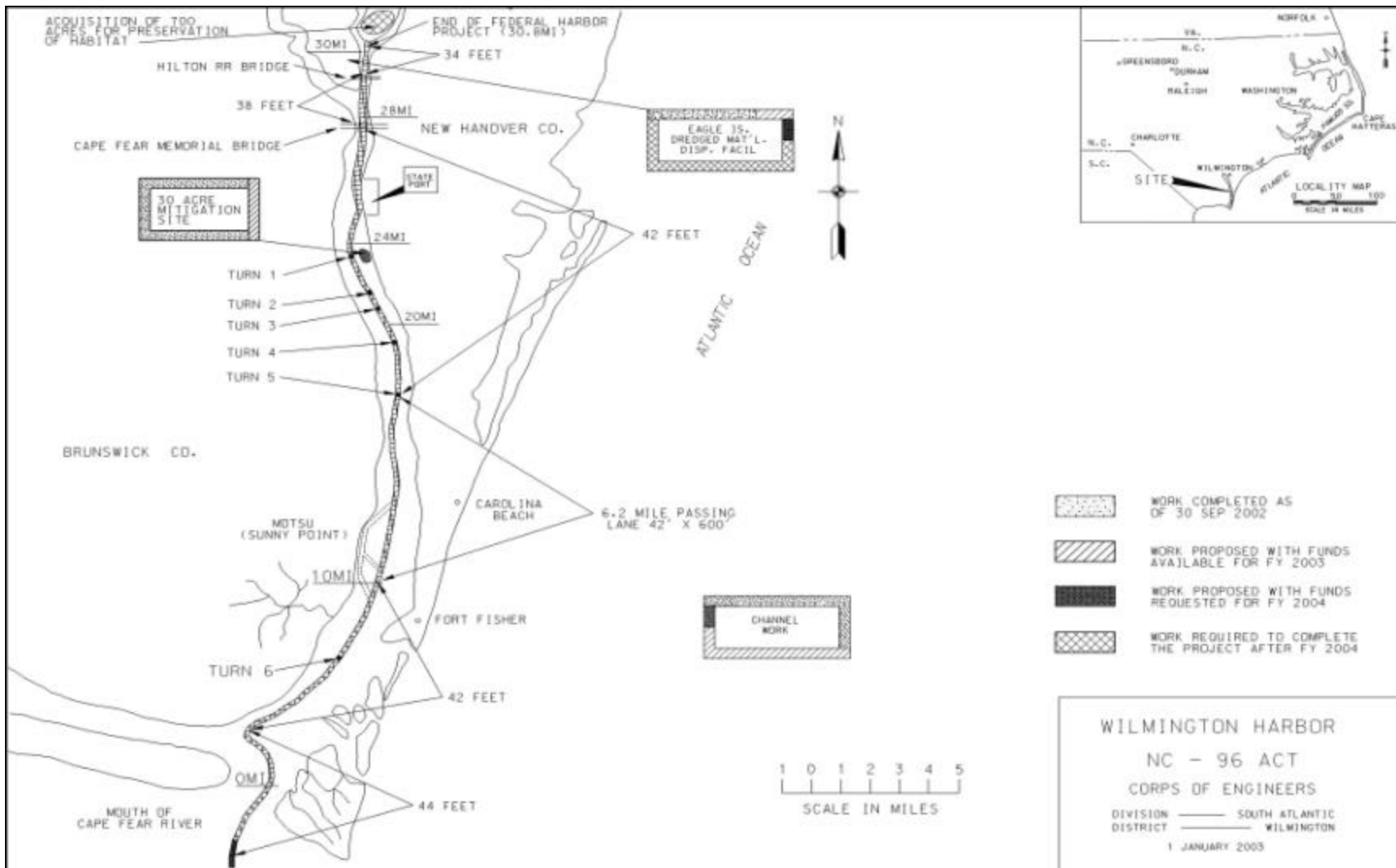
Wilmington Harbor, NC - Dredged Material Disposal Facilities Portion

SUMMARIZED FINANCIAL DATA FOR SEPARABLE ELEMENTS:

Estimated Total Appropriation Requirement			\$36,800,000
Estimated Non-Federal Reimbursement			4,900,000
Estimated Federal Cost (Ultimate)			31,900,000
Estimated Non-Federal Cost			17,100,000
Cash Contributions		\$12,200,000	
Other Costs		0	
Reimbursements		4,900,000	
Navigation	\$4,900,000		
Total Estimated Project Cost			\$49,000,000

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not Applicable.



APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Charleston Harbor (Deepening/Widening), South Carolina (Continuing)

LOCATION: Charleston Harbor is located on the coast of South Carolina about 15 miles south of the midpoint of the coastline, 165 miles south of Wilmington Harbor, North Carolina and 105 miles north of Savannah Harbor, Georgia.

DESCRIPTION: The plan of improvement is to deepen the Entrance Channel from 42 ft deep by 1000 ft wide to 47 ft deep x 800 ft wide and the inner channels from 40 ft deep to 45 ft deep. Realign/widen various channels/reaches, construct a new turning basin on the Cooper River, construct a new contraction dike, reconstruct two existing contraction dikes and remove the third existing contraction dike. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1996

REMAINING BENEFIT - REMAINING COST RATIO: 2.9 to 1 at 7 5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.8 to 1 at 7 5/8 percent.

INITIAL BENEFIT - COST RATIO: 2.08 to 1 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Feasibility Report completed in Feb 1996 at 1995 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement(COE)		98,444,000	Channels & Canals		
			Entrance Channel	100	Sep 01
Estimated Appropriation Requirement (USCG)		95,000	Inner Channels	75	TBD
			Turning Basin	0	TBD
Estimated Total Appropriation Requirement		98,539,000	Contraction Dikes	100	May 01
Future Non-Federal Reimbursement		13,106,000	Entire Project	87	TBD
Estimated Federal Cost (Ultimate)		85,433,000			
Estimated Non-Federal Cost		53,267,000			
Cash Contributions	32,815,000				
Other Costs	7,346,000				
Reimbursements	13,106,000				
Deep Draft Navigation	13,106,000				
Total Estimated Project Cost		138,700,000			
Allocations to 30 September 2002		84,830,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for 2004		5,000,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

Division: South Atlantic

District: Charleston

Charleston Harbor (Deepening/Widening), SC

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## PHYSICAL DATA

Entrance Channel - Deepen from 42 ft deep and 1000 ft wide to 47 ft and 800 ft wide for a distance of 16.3 miles. The remaining 200 ft width of the authorized channel will be maintained at 42 ft.

### Inner Channels

Harbor and Wando Channel - Deepen from 40 ft to 45 ft.

Shipyard River Entrance Channel and Basin A - Deepen from 38 ft. to 45 ft.

Shutes/Folly Reach - Realign

Daniel Island Reach - Widen from continuous 600 ft to varying 600-875 ft.

Upper Town Creek Channel - Decrease from 40 ft deep by 500 ft wide channel to 16 ft deep by 250 ft wide.

Turning Basin - Dredge a 45 ft deep turning basin 1400 ft x 1400 ft for the new Daniel Island Terminal.

Contraction Dikes - Construct a new contraction dike, reconstruct two existing dikes, and remove the third existing dike.

Disposal of approximately 37.9 million cubic yards of new material will be placed into either existing upland dredged material disposal sites or offshore disposal site. A significant diking effort will be required at the Clouter Creek upland disposal area.

JUSTIFICATION: Charleston Harbor is the largest port in South Carolina and ranks first among container cargo ports on the Southeast and Gulf coasts. The commerce in Charleston Harbor increased from 6,850,000 tons in 1982 to an estimated 11,200,000 tons in 1999. Container volume increased from 835,000 TEU in 1994 to 1,620,000 TEU in 2001. Shipments of containerized cargo have increased about 25 percent from the 1992 traffic base used in the feasibility report and currently exceed the projected traffic levels used in that analysis. Containerized cargo consists of textiles, chemical products, machinery, specialized clays, food products, frozen meats, plastic, and paper products. Charleston Harbor also has a significant amount of coal and petroleum products traffic. Petroleum products, chemicals, bauxite and non-ferrous ores are the major import commodities for Charleston Harbor. The largest ships that stop in Charleston are over 1,100 feet long and 135 feet wide with design drafts up to 47.5 ft and the bulk carriers have design drafts up to 49 ft. The Port's major customers, the shipping lines, are planning container ships as long as 1,100 feet and as wide as 150 feet and have already placed orders for 41 mega-container ships. Existing channel depths, widths, and alignments constrain the ability of vessels to utilize the port to their design capacity, increase transit time due to limited ability to pass except at designated locations, and/or present hazardous conditions. Vessels with deeper draft will be able to take advantage of a deeper channel and reduce transportation costs from tidal delays. Additional transportation savings will result from improved passing areas and alignments. Dredged material will be placed into either existing upland dredged material disposal sites or an offshore disposal site. One major upland disposal site is currently used in Charleston Harbor.

Average annual benefits are as follows:

Annual Benefits	Amount
Deep Draft Navigation	21,634,000
Total	21,634,000

FISCAL YEAR 2004: The request amount will be applied as follows:

Continue construction on Upper Harbor	\$4,655,000
Engineering and Design	70,000
Construction Management	275,000
Total	\$5,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas, after reductions for such credit have been made in the required cash payments.	20,000	0
Provide and maintain, at its own expense, the local service facilities. All berthing areas will be maintained at the project depth of 45 ft at all commercial terminals, piers, and docks.	7,326,000	0
Pay 25 percent of the costs allocated to general navigation facilities during construction.	32,815,000	0
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights of way, and relocations, provided for commercial navigation.	13,106,000	0
Total Non-Federal Costs	\$53,267,000	0

Division: South Atlantic

District: Charleston

Charleston Harbor (Deepening/Widening), SC

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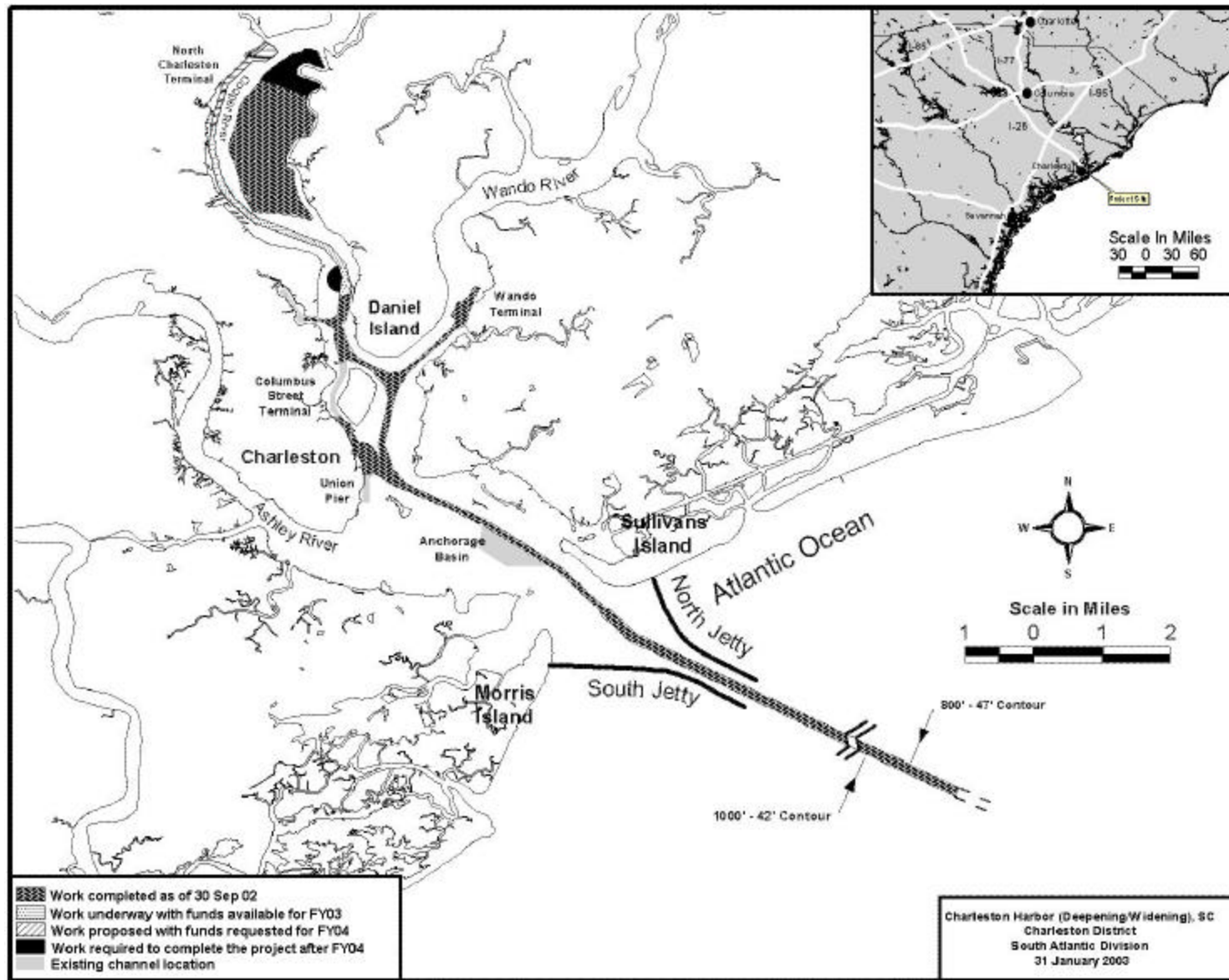
The non-Federal sponsors have also agreed to make all required payments concurrently with project construction and reimburse their share of construction costs within a period of 30 yrs following completion of construction.

**STATUS OF LOCAL COOPERATION:** The South Carolina State Ports Authority (SPA) is the non-Federal partner. The Project Cooperation Agreement was executed on 5 June 1998. Their financial plan has been reviewed and found to be in compliance with requirements for ensuring that the non-Federal partner has a reasonable and implementable plan for meeting its financial commitment. Their plan is to fund their share of project costs from the South Carolina Legislature. In the event such funds are not available from the South Carolina Legislature, the SPA is prepared to fund their portion of the project construction cost by an accumulation of cash before and during construction plus the sale, if required, of Revenue Bonds. SPA is a state agency that generates revenues through assessment of port fees to shipping firms that use their facilities. The SPA has a positive cash flow and exercises sound management practices.

**COMPARISON OF FEDERAL COST ESTIMATES:** The current Federal (Corps) cost estimate of \$98,444,000 remains the same amount that was last presented to Congress (FY 2003).

**STATUS OF ENVIRONMENTAL IMPACT STATEMENT:** The proposed action does not constitute a major Federal action significantly affecting the quality of the human environment, therefore, the preparation of an EIS is not required. The Assessment (EA) and Findings of No Significant Impact (FONSI) were signed by the District Engineer on 8 March 1996.

**OTHER INFORMATION:** Funds to initiate preconstruction engineering and design were appropriated in FY 1997 and funds to initiate construction were appropriated in FY 1998.



Division: South Atlantic

District: Charleston

Charleston Harbor (Deepening/Widening), SC

3 February 2003

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APPROPRIATION TITLE: Construction, General - Shore Protection

PROJECT: Brunswick County Beaches, NC - (Continuing)

LOCATION: The project is located Brunswick County, North Carolina.

DESCRIPTION: The selected plan for Ocean Isle includes a continuous vegetated dune and berm stabilized by periodic nourishment. The dune crown width is 25 feet at elevation 9.5 feet national geodetic vertical datum (NGVD) fronted by a berm having a width of 50 feet at elevation 7 feet NGVD for a distance of 5,150 feet, then a berm having a crown width of 50 feet at elevation 7 feet NGVD for a distance of 6,300 feet, then a berm with a crown width of 25 feet at elevation 7 feet NGVD for a distance of 3,450 feet. The transition on the eastern end will be 700 feet and 1,500 feet on the western end. The beach segment is a total of 17,100 feet in length.

AUTHORIZATION: Flood Control Act of 1966.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because initial construction has been completed.

TOTAL BENEFIT-COST RATIO: 1.6 to 1 at 6-7/8 percent.

INITIAL BENEFIT-COST RATIO: 2.0 to 1 at 7-1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits for Ocean Isle are from the latest available evaluation contained in the General Reevaluation Report approved May 1998 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			\$91,200,000	Entire Project	11	TBD
Initial Construction		10,358,000				
Periodic Nourishment		80,842,000				
Estimated Non-Federal Cost			46,800,000			
Initial Construction		3,263,000				
Cash Contributions	2,756,000					
Other Costs	507,000					
Periodic Nourishment		43,537,000				
Cash Contributions	43,248,000					
Other Costs	289,000					
Total Estimated Project Cost			\$138,000,000			
Initial Construction		13,621,000				
Future Nourishment		124,379,000				
Allocations to 30 September 2002			\$ 9,931,000			
Conference Allowance for FY 2003			TBD			
Allocation for FY 2003			TBD			
Allocations through FY 2003			TBD			
Allocation Requested for FY 2004			2,040,000			
Programmed Balance to Complete after FY 2004			TBD			
Unprogrammed Balance to Complete after FY 2004			0			

Division: South Atlantic

District: Wilmington

Brunswick County Beaches, NC

3 February 2003

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# PHYSICAL DATA

	Elevation	Crown Width	Length
Dune	9.5 feet NGVD	25 feet	5,150 feet
Integral Berm	7 feet NGVD	50 feet	5,150 feet
Berm	7 feet NGVD	50 feet	6,300 feet
	7 feet NGVD	25 feet	3,450 feet
Transition-East	-	-	700 feet
Transition-West	-	-	1,500 feet

JUSTIFICATION: The project area has experienced severe property damage and beach erosion as a result of storm surges from northeasters and hurricanes in recent years. The project area currently has an erosion rate of 1.5 feet per year. The estimated value of damageable structures and roads is \$123,000,000 with annual damages without a project of \$8,075,000. The project will also result in economic benefits for improved recreation and navigation. The navigation benefits will result from dredging of Shallotte Inlet to obtain sand for project construction and subsequent beach nourishment operations. Hurricane Hugo caused damages of \$11,600,000 in September 1989. Average annual benefits are as follows:

Annual Benefits	Amount
Hurricane & Storm Damage Reduction	\$1,767,000
Long Term Erosion	445,000
Recreation	353,000
Navigation	55,000
Total	\$2,620,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Initiate and Complete Nourishment for Ocean Isle Beach	\$1,757,000
Planning, Engineering, and Design for Ocean Isle Beach	233,000
Construction Management	50,000
Total	\$2,040,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the town of Ocean Isle Beach, North Carolina, as non-Federal sponsor, must comply with the requirements listed below:

Division: South Atlantic

District: Wilmington

Brunswick County Beaches, NC

3 February 2003

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Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, Including suitable borrow areas and dredged material disposal areas.	\$ 796,000	
Pay 35 percent of the initial construction cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities.	2,756,000	
Pay 35 percent of the periodic nourishment cost allocated to hurricane and storm damage reduction and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hurricane and storm damage reduction facilities.	43,248,000	\$101,000
Total Non-Federal Costs	\$46,800,000	\$101,000

The non-Federal sponsor has agreed to make all required payments concurrently with project construction.

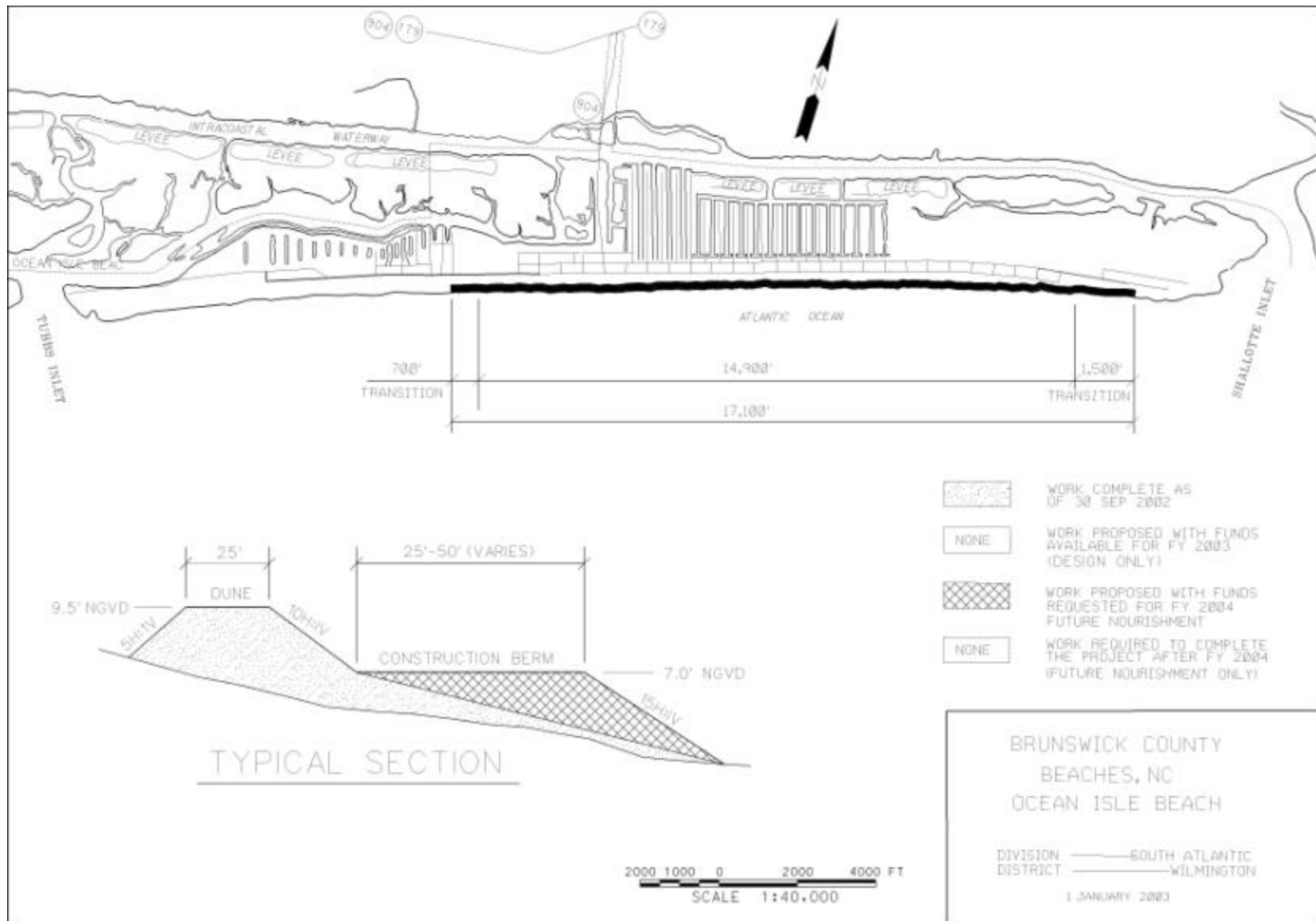
STATUS OF LOCAL COOPERATION: The Town of Ocean Isle Beach has complied with all the terms of local cooperation to date. The non-Federal share was provided through local taxes and State contributions. The PCA was executed on 9 January 2001. The towns of Oak Island, Caswell Beach and Holden Beach will be project sponsors. By letters dated January 2002, they agreed to provide the terms of local cooperation and expressed their intent to enter into a project cooperation agreement.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$91,200,000 is a decrease of \$2,656,000 from the latest estimate (\$93,765,000) presented to Congress (FY 2003). The administration is considering proposing changes to the cost share for shore protection projects. The change in the Federal cost estimate relative to the latest estimate presented to Congress (FY 2003) includes the following items.

Item	Amount
Price Escalation on Construction Features	-\$2,656,000
Total	-\$2,565,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment for Ocean Isle was prepared in June 1997 and a Finding of No Significant Impact was signed by the District Engineer on 1 October 1997.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1970. The completion of a General Reevaluation Report (GRR) for Oak Island, Caswell and Holden Beaches is being determined.



Division: South Atlantic

District: Wilmington

Brunswick County Beaches, NC

3 February 2003

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APPROPRIATION TITLE: Construction, General - Local Protection Projects (Flood Control)

PROJECT: Carolina Beach and Vicinity, North Carolina (Continuing)

LOCATION: The project is located in New Hanover County, about 15 miles southeast of Wilmington, North Carolina, on the peninsula that separates the lower Cape Fear River from the Atlantic Ocean.

DESCRIPTION: The project consists of two separable elements, the Carolina Beach Portion and Area South of Carolina Beach and provides for construction of a dune with a crown width of 25 feet at elevation 13.5 feet National geodetic vertical datum (NGVD), a berm with a crown width of 50 feet at elevation 10.5 feet NGVD for Carolina Beach and 9 feet NGVD for the Area South, a rock revetment at elevation 10.5 feet NGVD along the northern 2,050 feet fronted by a 130 foot wide berm at elevation 6.5 feet NGVD, and Federal participation in the cost of beach nourishment for a period not to exceed 50 years from year of initial placement. Total length of project is 32,000 feet. A reevaluation report was completed which determined that future nourishment on the Carolina Beach Portion should be continued for 50 years in accordance with the Water Resources Development Act of 1986. All work is programmed.

AUTHORIZATION: Flood Control Act of 1962.

REMAINING BENEFIT - REMAINING COST RATIO: The remaining benefit-remaining cost ratio for the Carolina Beach Portion and Area South of Carolina Beach is not applicable because the initial construction has been completed.

TOTAL BENEFIT - COST RATIO: 1.6 to 1 at 8-1/4 percent (Carolina Beach); 1.8 to 1 at 8-1/4 percent (Area South)

INITIAL BENEFIT - COST RATIO: 3.2 to 1 at 3 percent (FY 1965).

BASIS OF BENEFIT - COST RATIO: Benefits for the Carolina Beach portion are based on the December 1992 Section 934 Reevaluation Report at April 1992 price levels. Hurricane damage prevention benefits for the Area South are based on the Design Memorandum Supplement approved in March 1994 at October 1992 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			\$133,900,000		54	TBD
Initial Construction	16,818,000			Carolina Beach Portion Area South	10	TBD
Periodic Nourishment	117,082,000					
				Entire Project	20	TBD
Estimated Non-Federal Cost			73,900,000			
Initial Construction		9,520,000				
Cash Contributions	9,189,000					
Other Costs	331,000					
Periodic Nourishment		64,380,000				
Cash Contributions	64,372,000					
Other Costs	8,000					
Total Estimated Project Cost			\$207,800,000			
Initial Construction	26,338,000					
Future Nourishment	181,462,000					
Allocations to 30 September 2002			\$26,290,000			
Conference Allowance for FY 2003			TBD			
Allocation for FY 2003			TBD			
Allocations through FY 2003			TBD			
Allocation Requested for FY 2004			3,510,000			
Programmed Balance to Complete after FY 2004			TBD			
Unprogrammed Balance to Complete after FY 2004			0			

Division: South Atlantic

District: Wilmington

Carolina Beach and Vicinity, NC

3 February 2003

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# Physical Data

## Carolina Beach Portion:

	Dune	Integral Berm	Stone Revetment	Frontal Berm
Elevation	13.5 feet above NGVD	10.5 feet above NGVD	10.5 feet above NGVD	6.5 feet above NGVD
Crown Width	25 feet	50 feet	-	-
Length	14,000 feet	14,000 feet	2.050 feet	2.050 feet

## Area South of Carolina Beach:

	Dune	Integral Berm
Elevation	13.5 feet above NGVD	9 feet above NGVD
Crown Width	25 feet	50 feet
Length	18,000 feet	18,000 feet

JUSTIFICATION: The project will provide improvements for hurricane protection, beach erosion control, and recreation in the urban area of the towns of Carolina Beach and Kure Beach, North Carolina. These areas experienced heavy hurricane flood damages in the hurricanes of 1944, 1954, 1955, and 1958. Hurricane Hazel, the maximum hurricane of record, which occurred in 1954, caused \$4,664,000 and \$1,218,000 in damages to Carolina Beach and Kure Beach, respectively, based on 1954 price levels. A recurrence of this type hurricane at October 1999 price levels and July 1973 development would cause damages of \$46,052,000 to Carolina Beach, and \$39,878,000 in damages at October 1999 price levels and January 1993 development to Kure Beach. The beach communities suffered minor damage from over wash during the 1999 hurricane season as a result of the project. Average annual benefits are as follows:

Annual Benefits	Amount
Hurricane & Storm Damage Reduction	\$10,159,600
Recreation	482,300
Total	\$10,641,900

FISCAL YEAR 2004: The requested amount will be applied as follows:

Initiate renourishment for Carolina Beach and Kure Beach	\$3,335,000
Planning, Engineering, and Design for Ocean Isle Beach	100,000
Construction Management	75,000
Total	\$3,510,000

NON-FEDERAL COST: Carolina Beach - The actual cost to the town of Carolina Beach, North Carolina, the local sponsor for the Carolina Beach portion, of complying with the requirements of local cooperation for initial construction of the project and the completed future nourishment as set forth in the authorizing legislation was \$7,315,000. In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below for the remaining future nourishment hurricane and storm damage reduction and bear all costs of operation, maintenance and replacement of hurricane and storm damage reduction facilities.

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, including borrow areas	\$ 8,000	
Pay 35 percent of the first costs and future nourishment allocated to hurricane and storm damage reduction and Bear all costs of operation, maintenance and replacement of hurricane and storm damage reduction facilities.	17,592,000	\$ 95,000
Total Non-Federal Costs – Future Nourishment	\$17,600,000	\$ 95,000

Area South of Carolina Beach – In accordance with the cost sharing and financing concepts reflected in the Water Resource Development Act of 1986, the town of Kure Beach, North Carolina, as non-Federal sponsor for the Area South of Carolina Beach, must comply with the requirements listed below.

Provide lands, easements, rights of way, including borrow areas	\$ 331,000	
Pay 35 percent of the first costs and future nourishment allocated to hurricane and storm damage reduction and Bear all costs of operation, maintenance and replacement of hurricane and storm damage reduction facilities.	55,969,000	\$100,000
Total Non-Federal Costs	\$56,300,000	\$100,000

Division: South Atlantic

District: Wilmington

Carolina Beach and Vicinity, NC

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STATUS OF LOCAL COOPERATION: The Town of Carolina Beach has complied with all the terms of local cooperation to date including three increments of periodic nourishment. On 1 November 1983, a local occupancy tax went into effect in New Hanover County. Seventy-five percent of the revenues collected from this tax must be used for beach erosion control. A Section 221 local assurance agreement was not required since the project was under construction prior to 1 January 1972. Since the reevaluation report determined that continuation of future nourishment, in accordance with Section 934 of the Water Resources Development Act of 1986, is feasible, a Project Cooperation Agreement was executed in July 1994. A project cooperation agreement for the Area South Portion was executed on 26 September 1995.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$133,900,000 is a decrease of \$60,070,000 from the latest estimate (\$193,970,000) presented to Congress (FY 2000). The administration is considering proposing changes to the cost share for shore protection projects. The change in the Federal cost estimate relative to the latest estimate presented to Congress (FY 2003) includes the following items.

Item	Amount
Price Escalation on Construction Features	-\$34,062,000
Post Contract Award and other Estimating Adjustments	- 26,008,000
Total	-\$60,070,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A draft Environmental Impact Statement (EIS) was filed with CEQ 15 November 1974. A revised draft EIS was filed on 17 April 1981 and a final EIS was filed on 17 July 1981 for the Carolina Beach Portion. The draft EIS for the Area South of Carolina Beach was filed with EPA in November 1992 and the final was filed in June 1993.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in FY 1964 and funds to initiate construction of the Carolina Beach Portion were appropriated in FY 1965. Funds to initiate construction of the Area South were appropriated in FY 1995.

Carolina Beach Portion

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS:

Estimated Federal Costs			\$29,200,000
Initial Construction		\$ 6,987,000	
Periodic Nourishment		22,213,000	
Estimated Non-Federal Cost			\$17,600,000
Initial Construction		\$ 4,227,000	
Cash Contributions	\$4,227,000		
Other Costs	0		
Periodic Nourishment		13,373,000	
Cash Contributions	13,365,000		
Other Costs	8		
Total Estimated Project Cost			\$46,800,000
Initial Construction		11,214,000	
Future Nourishment		35,586,000	

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not applicable because the initial construction has been completed.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.6 TO 1 at 8-1/4 percent.

Area South of Carolina Beach

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS:

Estimated Federal Costs			\$104,700,000
Initial Construction		\$ 9,831,000	
Periodic Nourishment		94,869,000	
Estimated Non-Federal Cost			\$56,300,000
Initial Construction		5,293,000	
Cash Contributions	4,962,000		
Other Costs	331,000		
Periodic Nourishment		51,007,000	
Cash Contributions	51,007,000		
Other Costs	0		
Total Estimated Project Cost			\$161,000,000
Initial Construction		\$ 15,124,000	
Future Nourishment		145,876,000	

REMAINING BENEFIT-REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: Not applicable because the initial construction has been completed.

TOTAL BENEFIT-COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: 1.8 to 1 at 8-1/4 percent.



APPROPRIATION TITLE: Construction, General – Deficiency Correction (Flood Control)

PROJECT: Oates Creek, Richmond County, Georgia (Continuing)

LOCATION: The project originates in the city of Augusta, Georgia and is located entirely within Richmond County, Georgia. The creek is a tributary to Butler Creek that flows into the Savannah River just downstream of the New Savannah Bluff Lock and Dam Navigation Project about 13 miles south of Augusta and 203 river miles above the mouth of the Savannah River.

DESCRIPTION: Oates Creek includes remedial work on the upper and lower earthen channels of the project. The upper channel work (about 1,650 feet) includes regrading the channel, construction of a drop structure in the moderately steep gradient to prevent the headcutting from continuing upstream, and riprapping half of the sideslope of the channel. The lower channel work (about 3,860 feet) includes regrading the design channel configuration by excavating sediment, removing damaged erosion control matting, and placement of a 12-foot-wide concrete pilot channel to contain normal flows. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 3.1 to 1 at 6-7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.13 to 1 at 6-7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.13 to 1 at 6-7/8 percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available Deficiency Evaluation Reconnaissance Report dated May 1999 at July 1998 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Original Project			Entire Project	13	TBD
Actual Federal Cost		9,422,000			
Actual Non-Federal Cost		3,141,000			
Cash Contributions	665,000				
Other Costs	2,476,000				
Total Original Project Cost		12,563,000			
Remedial Work or Project Modification					
Estimated Federal Cost		1,672,000			
Estimated Non-Federal Cost		558,000			
Cash Contributions	558,000				
Other Costs	0				
Total Estimated Remedial or Modification Cost		2,230,000			
Total Estimated Project Cost		14,793,000			
Allocations to 30 September 2002		283,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for FY 2004		500,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

Division: South Atlantic

District: Savannah

Oates Creek, Richmond County, GA

3 February 2003

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## PHYSICAL DATA

### Upper Earthen Channel

For a distance of 1,650 feet regrade the channel, construct a drop structure to prevent the headcutting from continuing upstream, and riprap half of the channel sideslope.

### Lower Earthen Channel

For a distance of 3,860 feet regrade the design channel grade, remove damaged channel matting, placement of a 12-foot-wide concrete pilot channel, and placement of Geonet fabric on channel bottom to encourage drainage.

JUSTIFICATION: The Corps of Engineers, with the city of Augusta, Georgia as local sponsor, completed construction of the Oates Creek Flood Control Project at a cost of \$12,563,000 in 1992. WRDA (1986), authorized the Oates Creek project that included channel widening, concrete lining of two channel reaches, grass lining of two channels reaches, several road and bridge modifications, a small levee, and utility relocations. Just 8 years later, the project was not meeting the design flood protection. Sediment buildup in the earth channel portion of the project is decreasing some portions of the channel capacity from a 10 percent exceedance probability (10-year event) protection to only a 50 percent exceedance probability (2-year event) protection. It is not physically possible to neither safely nor efficiently remove the sediment buildup to maintain design flow. The project is designed to provide protection to about 350 homes and 70 industries in the area. Average annual benefits are \$187,000, all for flood damage reduction.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete Construction	463,000
Planning, Engineering and Design	2,000
Construction Management	35,000
Total	\$500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation and the Water Resources Development Act of 1986 and 1996, as applicable, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, relocations, and borrow and excavated or dredged material disposal areas.	0	0
Provide cash contribution equal to 5 percent of flood control construction costs. Pay a minimum of 25 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, as determined under Section 103(m) of the Water Resources Development Act of 1986 and bear all costs of operation, maintenance, repair, rehabilitation and replacement of flood control facilities.	558,000	35,000
Total Non-Federal Costs	558,000	35,000

STATUS OF LOCAL COOPERATION: Augusta/Richmond County, Georgia is the local sponsor and has provided a letter of intent dated 18 May 1998 to cost share in the project. O&M expenses will be provided by the county's general fund. The Project Cooperation Agreement is scheduled to be executed in February 2003.

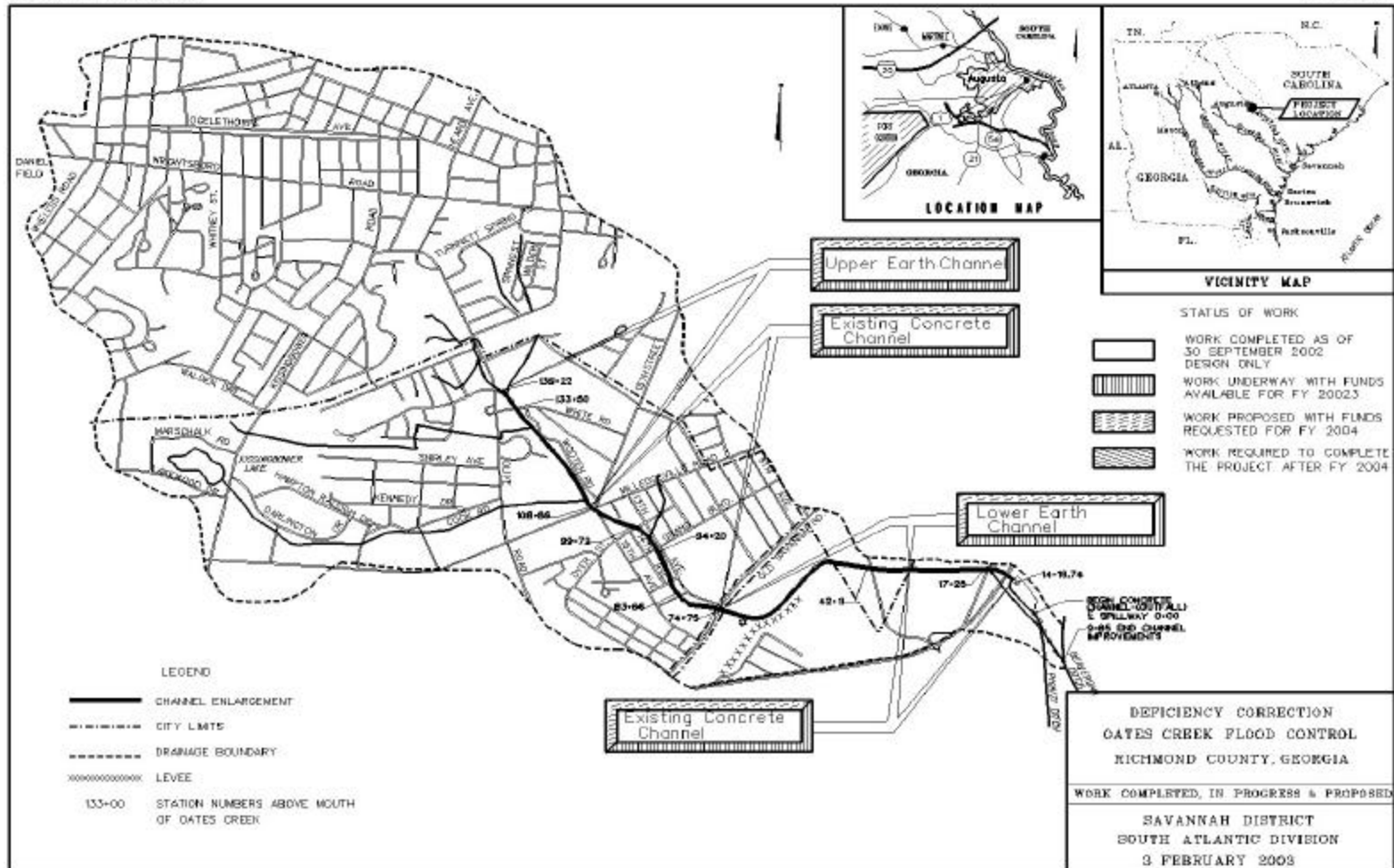
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$1,672,000 is the same as the latest estimate submitted to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The May 1999 Correction Deficiency Evaluation Reconnaissance Report concluded the existing environmental assessment for the original project construction adequately addresses all proposed work and further documentation is not needed.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 2001. FY 2004 funds will be used to complete channel excavation and placement of concrete low flow channel works.

CORPS OF ENGINEERS

U.S. ARMY



APPROPRIATION TITLE: Construction, General - Local Protection Project (Flood Control)

PROJECT: Arecibo River, Puerto Rico (Continuing)

LOCATION: The city of Arecibo is located on the northern coast of Puerto Rico, approximately 40 miles west of San Juan. The Rio Arecibo Basin covers a 272 square mile area and has experienced numerous floods over recent years. The upstream towns of Utuado, Jayuya, and Adjuntas have also been subject to the frequent flooding. Extensive floods occurred in May and October 1985 and again in September 1996 with Hurricane Hortense. When Hurricane Georges hit the island in September 1998, the municipality of Arecibo experienced the 100-year flood event, resulting in significant damages to commercial and residential properties and loss of the Victor Rojas Bridge.

DESCRIPTION: The proposed plan includes channel improvements, a floodwall, and a levee along the Arecibo River; a levee along the Tanama River; and a plug, channel improvements, and a diversion channel along the Santiago River.

AUTHORIZATION: Water Resource Development Act 1996, Sec 101(a)(26).

REMAINING BENEFIT - REMAINING COST RATIO: 4.2 to 1 at 6-1/8 Percent

TOTAL BENEFIT - COST RATIO: 4.2 to 1 at 6-1/8 Percent

INITIAL BENEFIT - COST RATIO: 4.2 at 6-3/8 Percent (FY 2001).

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the July 1998 Limited Reevaluation Report updated at October 2002 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$15,800,000		Relocations – Roads	1	TBD
			Cemeteries/Utilities	1	TBD
Estimated Non-Federal Cost	12,100,000		Levees and Floodwalls	1	TBD
Cash Contributions	\$1,637,000		Recreation	1	TBD
Other Costs	10,463,000		Fish/Wildlife Facilities	1	TBD
			Channels & Canals	1	TBD
Total Estimated Project Costs	27,900,000		Breakwaters	1	TBD
Allocations to 30 September 2002	3,925,000		Entire Project	5	TBD
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocations Requested for FY 2004	1,000,000				
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete after FY2004	0				

#### PHYSICAL DATA

Relocations - Bridges (Replacement)	5
Levee	6,325 Meters
Floodwalls	315 Meters
Channels	6,300 Meters
Jetty	30.5 Meters
Wetland Mitigation	7.2 Acres
Recreation Trails	1,465 Meters

Division: South Atlantic

District: Jacksonville

Arecibo River, PR

3 February 2003

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JUSTIFICATION: Floods impact over 500 acres of urbanized city area, including 800 residences and over 100 businesses and public facilities. In addition to quantifiable damages, severe disruption of transportation and socio-economic activities result from these floods. Average annual benefits are as follows:

Annual Benefits	Amount
Inundation Reduction	\$ 6,609,000
Employment	80,000
Advance Bridge Replacement	161,000
Flood Insurance Cost	9,000
Recreation	236,000
Total	7,095,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Levees and Floodwalls	418,000
Recreation Facilities	36,000
Cultural Resources	1,000
Planning, Engineering & Design	120,000
Construction Management	425,000
Total	1,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and dredged material disposal areas	5,147,000	
Modify or relocate buildings, utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary in the construction of the project	5,316,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	351,000	
Pay 8.17 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, and replacement of flood control structures.	1,286,000	\$ 76,000
Total Non-Federal Costs	12,100,000	\$ 76,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

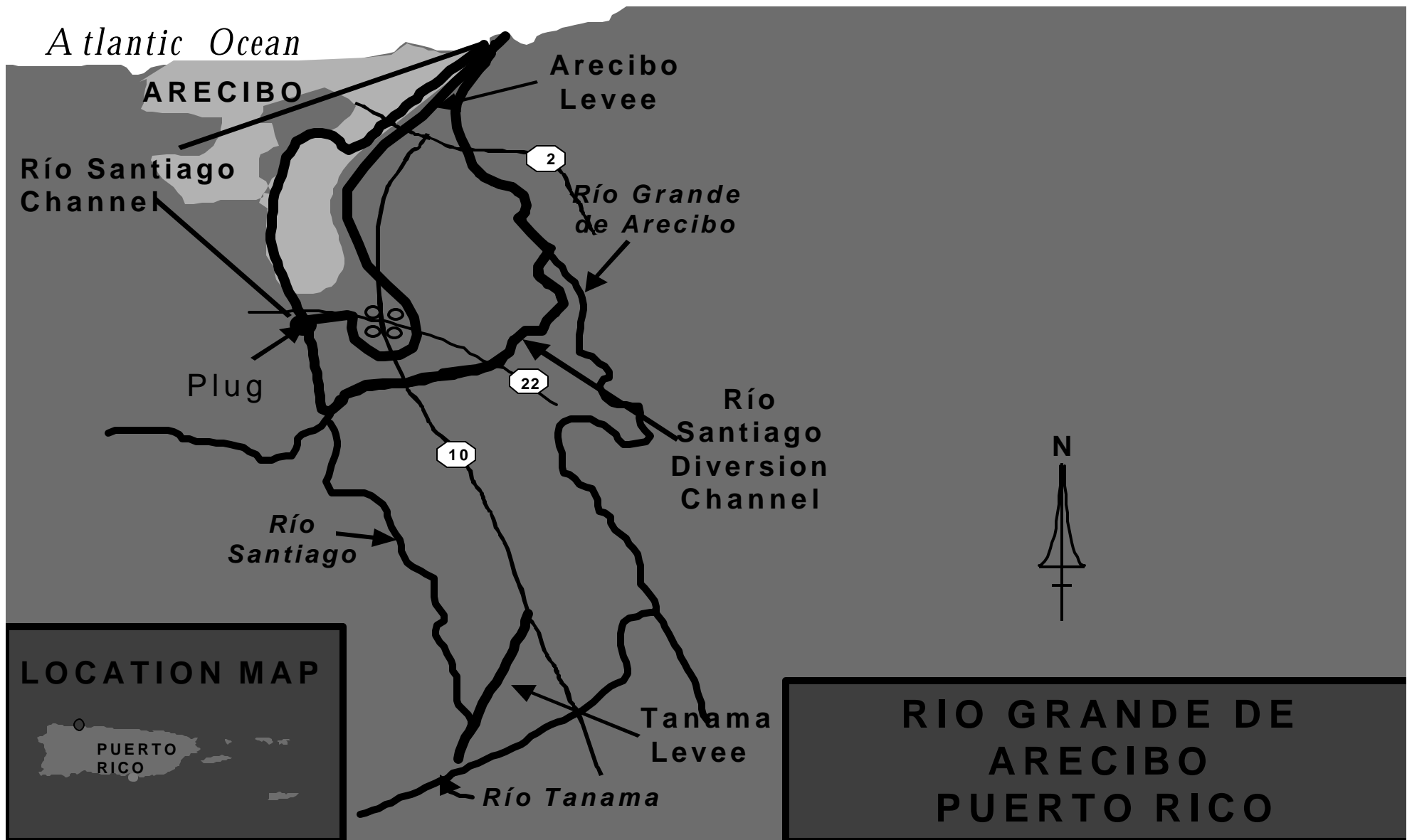
STATUS OF LOCAL COOPERATION: The Puerto Rico Department of Natural and Environmental Resources (DNER), is the local sponsor. The Project Cooperation Agreement was executed in September 2001.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$15,800,000 is an increase of \$300,000 over the latest estimate of \$15,500,000 submitted to Congress (FY 2003). This change includes the following:

Item	Amount
Scope changes / design refinements	\$300,000
Total	300,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement for the project was filed on 10 December 1993.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design (PED) were appropriated in Fiscal Year 1994 and PED was complete in September 1999. Funds to initiate construction were appropriated in Fiscal Year 2001.



Division: South Atlantic

District: Jacksonville

Arecibo River, PR

3 February 2003

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APPROPRIATION TITLE: Construction, General - Local Protection Projects (Flood Control)

PROJECT: Portugues and Bucana Rivers, Puerto Rico (Continuing)

LOCATION: The improvements are in and near Ponce on the Portugues and Bucana Rivers on the south coast of Puerto Rico.

DESCRIPTION: The project provides for two multiple-purpose reservoirs for flood control, water supply, general recreation, and fish and wildlife enhancement; enlargement of 5.7 miles of Bucana River and 2 miles of Portugues River; a 1.3 mile diversion channel connecting the Portugues River to lower Bucana River; and debris basins at the Bucana and Portugues Rivers. All work is programmed except the water supply increment of Portugues Dam.

AUTHORIZATION: Flood Control Act of 1970 and Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 1.6 to 1 at 6-3/8 percent.

TOTAL BENEFIT - COST RATIO: 1.6 to 1 at 6-3/8 percent.

INITIAL BENEFIT - COST RATIO: 1.6 to 1 at 5-5/8 percent (FY 1975).

BASIS OF BENEFIT - COST RATIO: Benefits are from the July 1973 Design Memorandum Phase 1, Plan Formulation and Site Selection Report at July 1973 prices levels except for Portugues Dam where benefits are from the March 1990 Economic Reanalysis Report at January 1990 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		434,000,000		Channels and Canals		
Programmed Construction	432,320,000			Lower Channels	100	Aug 1978
Unprogrammed Construction	1,680,000			Upper Bucana Channel	100	Jun 1983
				Upper Portugues Channel	95	TBD
Future Non-Federal Reimbursement		213,974,000		Bucana River Debris Basin	100	Jun 1987
Programmed Construction	213,974,000			Portugues Debris Basin	100	Mar 1987
Unprogrammed Construction	0			Dams		
				Cerrillos	100	Sep 1994
Estimated Federal Cost (Ultimate)		220,026,000		Portugues (Flood Control)	30	TBD
Programmed Construction	218,346,000			Portugues (Water Supply)	0	Indefinite
Unprogrammed Construction	1,680,000			Recreation		
				Channels	60	TBD
Estimated Non-Federal Cost		359,474,000		Cerrillos	42	TBD
Programmed Construction	336,191,000			Portugues	0	TBD
Cash Contributions	27,103,000					
Other Costs	95,114,000			Entire Project	85	TBD
Reimbursement						
Water Supply	213,974,000					
Unprogrammed Construction	23,283,000					
Cash Contributions	23,283,000					
Other Costs	0					
Reimbursement	0					
Total Estimated Programmed Construction Cost		554,537,000				
Total Estimated Unprogrammed Construction Cost		24,963,000				
Total Estimated Project Cost		579,500,000				

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

3 February 2003

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SUMMARIZED FINANCIAL DATA (Continued)

	ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	395,700,000
Conference Allowance for FY 2003	TBD
Allocation for FY 2003	TBD
Allocation through FY 2003	TBD
Allocation Requested for FY 2004	5,200,000
Programmed Balance to Complete After FY 2004	TBD
Unprogrammed Balance to Complete After FY 2004	TBD

PHYSICAL DATA

Dam	Portugues	Cerrillos
Type	Concrete arch	Earth and rock-fill
Height	272 feet	323 feet
Crest Length	1,500 feet	1,555 feet
Spillway Type	Ungated concrete ogee 150 feet wide	Ungated rock cut 400 feet wide
Reservoir Capacity (Acre-Feet)		
Flood Control	8,342	17,065
Water Supply	14,000	25,200
Sediment	2,841	5,635
Total	25,183	47,900
Portugues River Channel Enlargement		2.1 miles
Bucana River Channel Enlargement		5.7 miles
Diversion Channel Connecting Portugues River to the Lower Bucana River		1.3 miles

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

3 February 2003

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JUSTIFICATION: The mountainous terrain above Ponce permits rapid runoff into the rivers which overflow in the lower elevation flood plains in Ponce causing loss of life and extensive property damage. The 1954 flood caused damages of \$1,297,000 (\$6,991,000 at 1989 price levels). Minor flooding occurs almost yearly and major floods occur every 5 years on the average. Other major damaging floods occurred in 1961 (\$4,931,000 at 1989 price levels), 1970 (\$2,176,000 at 1989 price levels), 1975 (\$35,253,000 at 1989 price levels), and 1985 (\$33,517,000 at 1989 price levels). The average degree of protection provided by the completed project will be the standard project flood frequency. Upon completion, 6,415 acres will be protected, including 4,310 agricultural acres, 1,855 urban acres, and 250 acres, which are undeveloped. Present value of property subject to flood damages is \$624,069,000. Average annual flood damages prevented are all attributable to existing urban development. Water supply is also a need that will be met by the Portugues and Bucana Rivers project. The water storage capacity in Lake Cerrillos is 25,200 acre-feet while ongoing studies have established a preliminary capacity for Lake Portugues of 14,000 acre-feet. Primary uses of the water supply will be municipal and industrial. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	43,387,000
Water Supply	13,968,000
Recreation	2,418,000
Area Redevelopment	1,166,000
Total	60,939,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Engr & Design	2,500,000
Clearing Portugues Dam	327,000
Construction Portugues Dam	0
Shoal Removal Phase II	2,265,000
Construction Management	108,000
Total	5,200,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Flood Control Act of 1970 and the Water Resources Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, and rights-of-way.	73,079,000	
Modify or relocate buildings, utilities, roads, bridges, and other facilities, where necessary in the construction of the project.	20,188,000	
Pay additional cash required to bring the total Non-Federal share of the flood control costs to 25 percent and bear all costs of operation, maintenance, and replacement of flood control facilities.	21,350,000	249,900
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	7,600,000	258,300
Pay all costs allocated to municipal and industrial water supply and bear all costs of operation, maintenance, and replacement of municipal and industrial water supply facilities.	23,283,000	85,700
Reimbursement for water supply on Cerrillos Dam	213,974,000	
Total Non-Federal Costs	359,474,000	593,900

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. The following contract agreements are required pursuant to Section 221 of the River and Harbor and Flood Control Act of 1970 and the Water Resources Development Act of 1986:

Contract	Actual or Anticipated Execution Date
Section 221 – Cerrillos Reservoir Channels	15 Mar 1982 22 Jul 1974
Water Supply – Cerrillos Reservoir	15 Mar 1982
Recreation – Cerrillos Reservoir Channels	15 Mar 1982 24 Jun 1987
Project Cooperation Agreement – Portugues Reservoir	9 Aug 1993

Division: South Atlantic

District: Jacksonville

Portugues and Bucana Rivers, PR

3 February 2003

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STATUS OF LOCAL COOPERATION (Continued):

Portugues Dam was originally designed as a concrete elliptical arch dam, curved in both the vertical and horizontal planes. A value engineering (VE) study on the design is tentatively recommending a roller compacted concrete dam. A cost evaluation is underway to determine whether or not a Post Authorization Change Report is required. The Commonwealth of Puerto Rico has requested that the dam be constructed as soon as possible for flood control and recreation, but to defer the water supply feature to a later date. By letter dated 15 November 1991, the Commonwealth restated their commitment to the full and complete multi-purpose Portugues Dam, and agreed to pay the additional costs required for the phased construction.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$434,300,000 is the same as the last estimate presented to Congress (FY 2003). A updated project cost will be developed in the VE Study.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with CEQ on 25 February 1974. A Supplemental EIS for the Portugues Dam was submitted in November 1992.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in Fiscal Year 1972. Funds to initiate construction were appropriated in Fiscal Year 1975.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS

Channels and Canals

Estimated Federal Cost		115,346,000
Estimated Non-Federal Costs		61,501,000
Cash Contributions	3,121,000	
Other Costs	58,380,000	
Total Estimated Project Cost		176,847,000

REMAINING BENEFIT - COST RATIO: Not applicable because construction is substantially complete.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS (Continued)

Cerrillos Dam

Estimated Total Appropriation Requirement	224,625,000
Future Non-Federal Reimbursement (Water Supply)	213,974,000
Estimated Federal Cost Ultimate	10,651,000
Estimated Non-Federal Cost Ultimate	242,945,000
Cash Contributions	5,091,000
Other Costs	23,880,000
Reimbursement:	
Water Supply	213,974,000
Total Estimated Project Cost	253,596,000

REMAINING BENEFIT-REMAINING COST RATION: Not applicable because construction is substantially complete.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS (Continued)

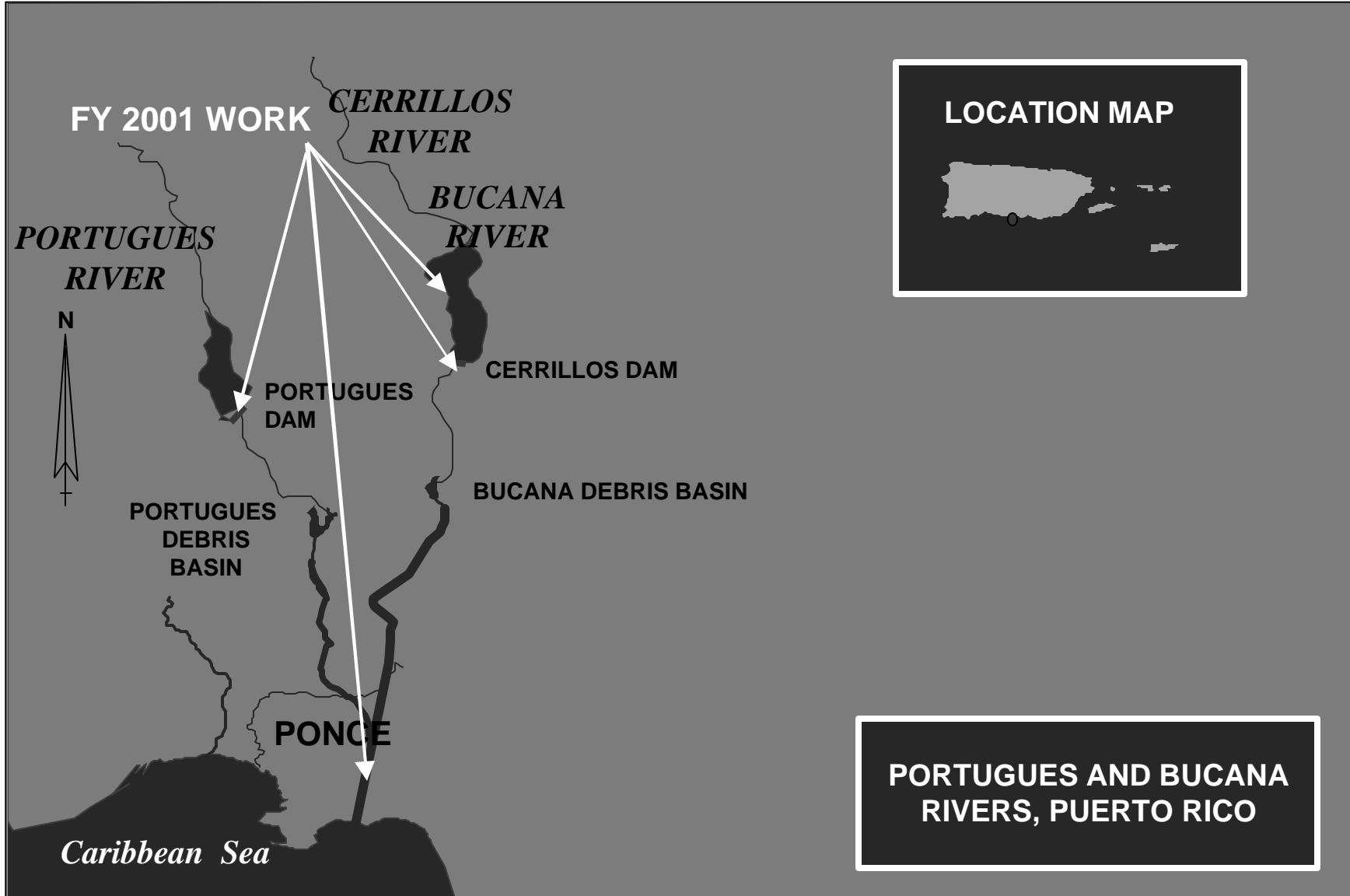
Portugues Dam

Estimated Total Appropriation Requirement		94,029,000
Programmed Construction	93,849,000	
Unprogrammed Construction	180,000	
Estimated Non-Federal Cost		55,028,000
Programmed Construction	33,245,000	
Cash Contribution	20,391,000	
Other Costs	12,854,000	
Unprogrammed Construction	21,783,000	
Cash Contributions	21,783,000	
Other Costs	0	
Total Estimated Programmed Construction Cost		127,094,000
Total Estimated Unprogrammed Construction Cost		21,963,000
Total Estimated Project Cost		149,057,000

REMAINING BENEFIT-REMAINING COST RATION: 6.8 to 1 at 6-3/8 percent.

TOTAL BENEFIT-COST RATIO: 4.1 to 1 at 6-3/8 percent.





APPROPRIATION TITLE: Construction, General - Local Protection Projects (Flood Control)

PROJECT: Rio de la Plata, Puerto Rico (Continuing)

LOCATION: The Rio de La Plata basin drains an area of approximately 240 square miles at a point 11 miles west of San Juan. This area includes all or part of the municipalities of Dorado, Toa Baja, Toa Alta, Camerio, Cedra, Cayey, Arbonito and Barranquitas. The total population of the basin is approximately 290,000 people.

DESCRIPTION: The proposed plan calls for 7.0 miles of channel excavation and improvements, 7.6 miles of levees along both sides of the river, 8 ponding areas, wetland mitigation, recreation facilities, and the replacement of 3 bridges. The project is designed to provide 100-year flood protection for the areas south of Highway 2 and the area surrounding El Polvorin Ward and SPF protection for the remainder of the area north of Highway 2. All work is programmed. Hurricane Georges caused an estimated \$21,500,000 in damages in a 24-year event.

AUTHORIZATION: Water Resources Development Act of 1990, Sec 101(a)(19).

REMAINING BENEFIT - REMAINING COST RATIO: 1.8 to 1 at 6-1/8 percent.

TOTAL BENEFIT - COST RATIO: 1.8 to 1 at 6-1/8 percent.

INITIAL BENEFIT - COST RATIO: 1.8 to 1 at 6-3/8 percent (FY 1995).

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the April 1992 Limited Reevaluation Report (LRR), updated to October 2002 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Oct 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 69,100,000		Relocations – Bridges	1	TBD
			Channels and Canals	1	TBD
Estimated Non-Federal Cost	36,000,000		Levees and Floodwalls	1	TBD
Cash Contributions	\$ 5,520,000		Recreation	1	TBD
Other Costs	30,480,000		Floodway Control and Diversion Structures	1	TBD
Total Estimated Project Cost	105,100,000				
			Entire Project	7	TBD
Allocations to 30 September 2002	6,450,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocation Requested for FY 2004	1,100,000				
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	0				

Division: South Atlantic

District: Jacksonville

Rio de la Plata, PR

3 February 2003

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# PHYSICAL DATA

Relocations - Bridges (Replacement)	3
Levees – Miles	7.6
Canals – Miles	7
Ponding Areas	8
Wetlands Mitigation * - Acres	5.25
Recreation Areas	3

\* An additional 10 acres of shallow lagoon and emergent marsh will also be created adjacent to the mitigation area.

JUSTIFICATION: Heavy rainfall combined with the very steep slopes of the upper basin produces high discharges in a relatively short time. Flooding in the area affects over 12,300 families and numerous public buildings and commercial facilities. The President has declared the area a flood disaster area six times since 1974. The most recent flood occurred in January 1992, which damaged numerous commercial structures, public facilities and about 3,000 homes and resulted in the loss of two lives. The average annual rainfall is about 71 inches. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Damage Reduction	11,366,000
Recreation	117,000
Total	11,483,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Channels and Canals	94,000
Levees and Floodwalls	162,000
Cultural Resources	275,000
Engineering and Design	320,000
Construction management	249,000
Total	1,100,000

-

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way and dredged material disposal areas.	13,147,000	
Modify or relocate buildings, utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary in the construction of the project	17,333,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities	455,000	167,000
Pay 7 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, and replacement of flood control structures	5,065,000	200,000
Total Non-Federal Costs	\$36,000,000	\$367,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. Acquisition for real estate required for the first contract is underway.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$69,100,000 is an increase of \$100,000 over the latest estimate (\$69,000,000) submitted to Congress (FY 2003). This change includes the following:

Item	Amount
Design changes in alignment of levee	\$100,000
Total	\$100,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed in September 1988; FONSI was signed in April 1993.

OTHER INFORMATION: Funds to initiate planning, engineering, and design were appropriated in Fiscal Year 1990, and funds to initiate construction were appropriated in October 1994. This project is on the President's Long Term Recovery Action Plan for Puerto Rico. Alignment of the levee was changed.

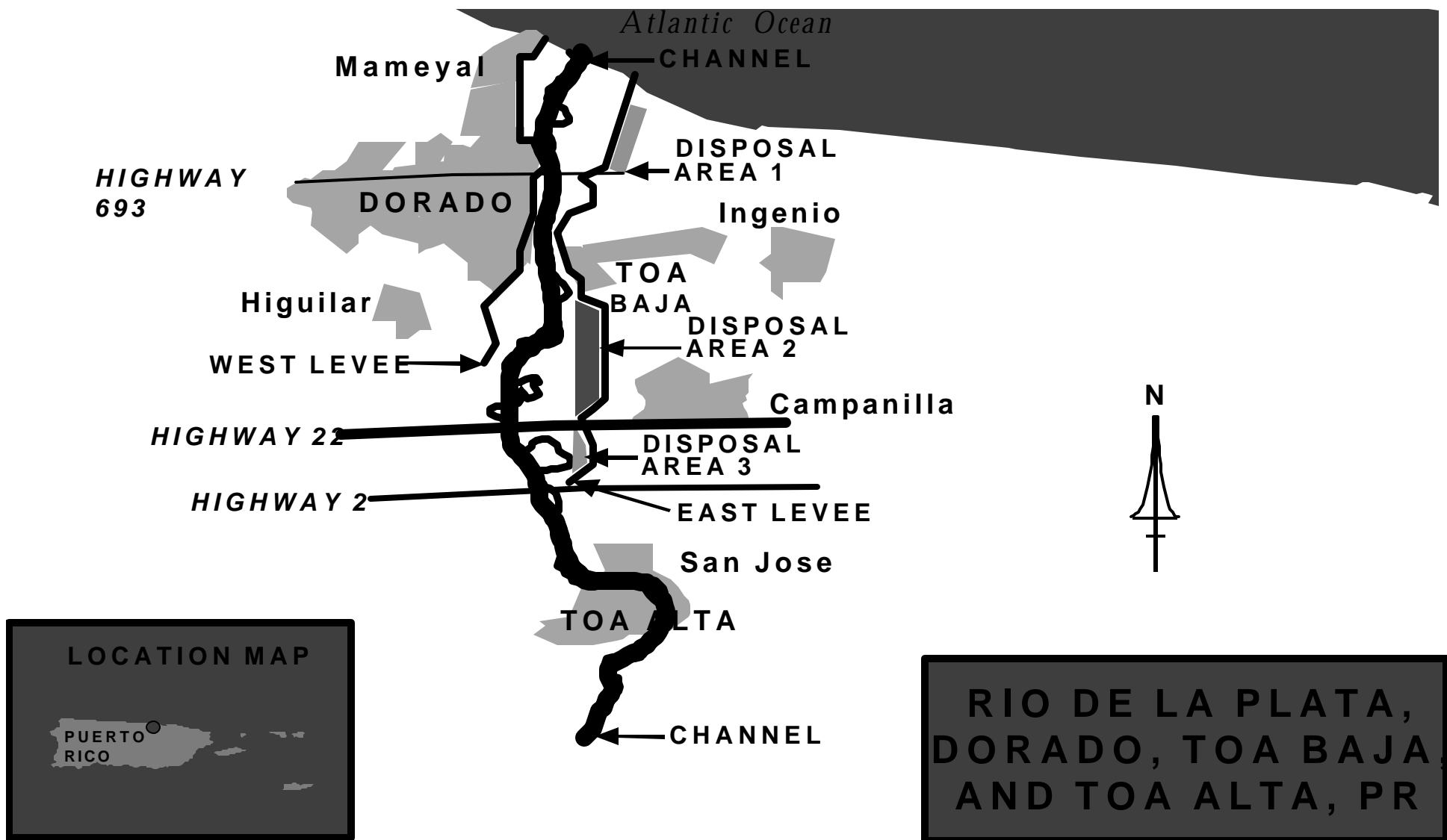
Division: South Atlantic

District: Jacksonville

Rio de la Plata, PR

3 February 2003

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APPROPRIATION TITLE: Construction, General - Local Protection Project (Flood Control)

PROJECT: Rio Puerto Nuevo, Puerto Rico (Continuing)

LOCATION: The Rio Puerto Nuevo drainage basin is located within the San Juan Metropolitan Area along the northern coast of Puerto Rico. The basin joins the southeast side of San Juan Harbor and extends south and up into the foothills of the central mountains of Puerto Rico. The basin is traversed by the Rio Piedras, Rio Puerto Nuevo, Quebrada Margarita, Quebrada Josefina, Quebrada Dona Ana, Quebrada Buena Vista, and Quebrada Guaracanal.

DESCRIPTION: The proposed plan calls for improvements to 11.2 miles of the existing channels of Rio Puerto Nuevo and Rio Piedras and five tributaries of the Rio Puerto Nuevo drainage basin. The project is designed to provide 100-year flood protection for the areas adjacent to the Puerto Nuevo and its tributaries. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: 2.5 to 1 at 6-1/8 percent.

TOTAL BENEFIT - COST RATIO: 2.5 to 1 at 6-1/8 percent.

INITIAL BENEFIT - COST RATIO: 2.5 to 1 at 6-3/8 percent.

BASIS OF BENEFIT - COST RATIO: Benefits are from the economic analyses performed for the revised General Design Memorandum dated June 1991 at October 1989 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		334,600,000	Relocations	45	TBD
			Roads, Railroads, Bridges	45	TBD
Estimated Non-Federal Cost		114,500,000	Channels and Canals	20	TBD
Cash Contributions	52,175,000		Recreation	TBD	TBD
Other Costs	62,325,000				
Total Estimated Project Costs		449,100,000	Entire Project	25	TBD
Allocations to 30 September 2002		82,215,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for 2004		16,500,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

#### PHYSICAL DATA

Relocations - Bridges (Replacement)	17
Relocations - Bridges (Modification)	8
Relocations - Bridges (Construction)	5
Canals - Miles	11.2
Debris Basins	2
Stilling Areas	2

Division: South Atlantic

District: Jacksonville

Rio Puerto Nuevo, PR

3 February 2003

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JUSTIFICATION: The intense development in the basin has altered the natural discharge patterns, significantly increased the runoff rates and restricted the flows in the flood plain. There are over 240,000 people living in the 25 square mile drainage basin. The area is over 90% developed and is expected to be 100% developed by the year 2000. Development has progressed to the point where some of the tributary channels are not capable of carrying the two-year storm without causing flooding. In many areas, houses and other buildings are built adjacent to the banks of the channels and further restrict flood flows. Over 5,700 families would be subject to flooding from the 100-year storm under existing conditions. The average annual rainfall is about 71 inches. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	66,750,000
Total	66,750,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Roads, Railroads, Bridges modifications required by Project	6,297,000
Channels and Canals	8,621,000
Planning, Engineering, and Design	500,000
Supervision and Administration	1,082,000
Total	16,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below for programmed work.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, right-of-way, and dredged material disposal areas.	25,065,000	0
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges), and other facilities, where necessary in the construction of the project.	37,260,000	0
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, and replacement of recreation facilities.	403,000	0
Pay 12.37 percent of the first costs allocated to flood control, and bear all cost of operation, maintenance, repair, rehabilitation, and replacement of flood control structures.	51,772,000	0
Total Non-Federal Costs	114,500,000	0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Commonwealth of Puerto Rico Department of Natural and Environmental Resources is the local sponsor. A Project Cooperation Agreement for the project was executed in March 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimates of \$334,600,000 is a \$2,700,000 increase over the latest estimate (\$331,900,000) last presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Design Changes	1,000,000
Post contract award and other estimating adjustments	\$1,700,000
Total	\$2,700,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Environmental Impact Statement for the project was filed on 6 December 1985. The Finding of No Significant Impact (FONSI) was approved in July 1992.

OTHER INFORMATION: Funds to initiate preconstruction, engineering and design were appropriated in Fiscal Year 1987. Funds to initiate construction were appropriated in Fiscal Year 1994.

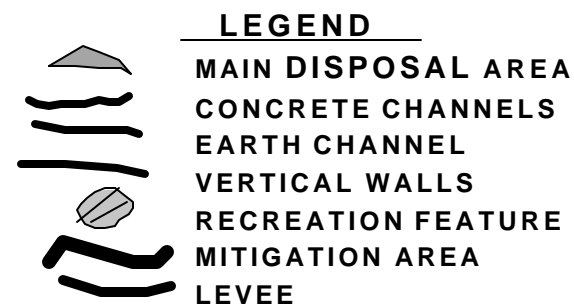
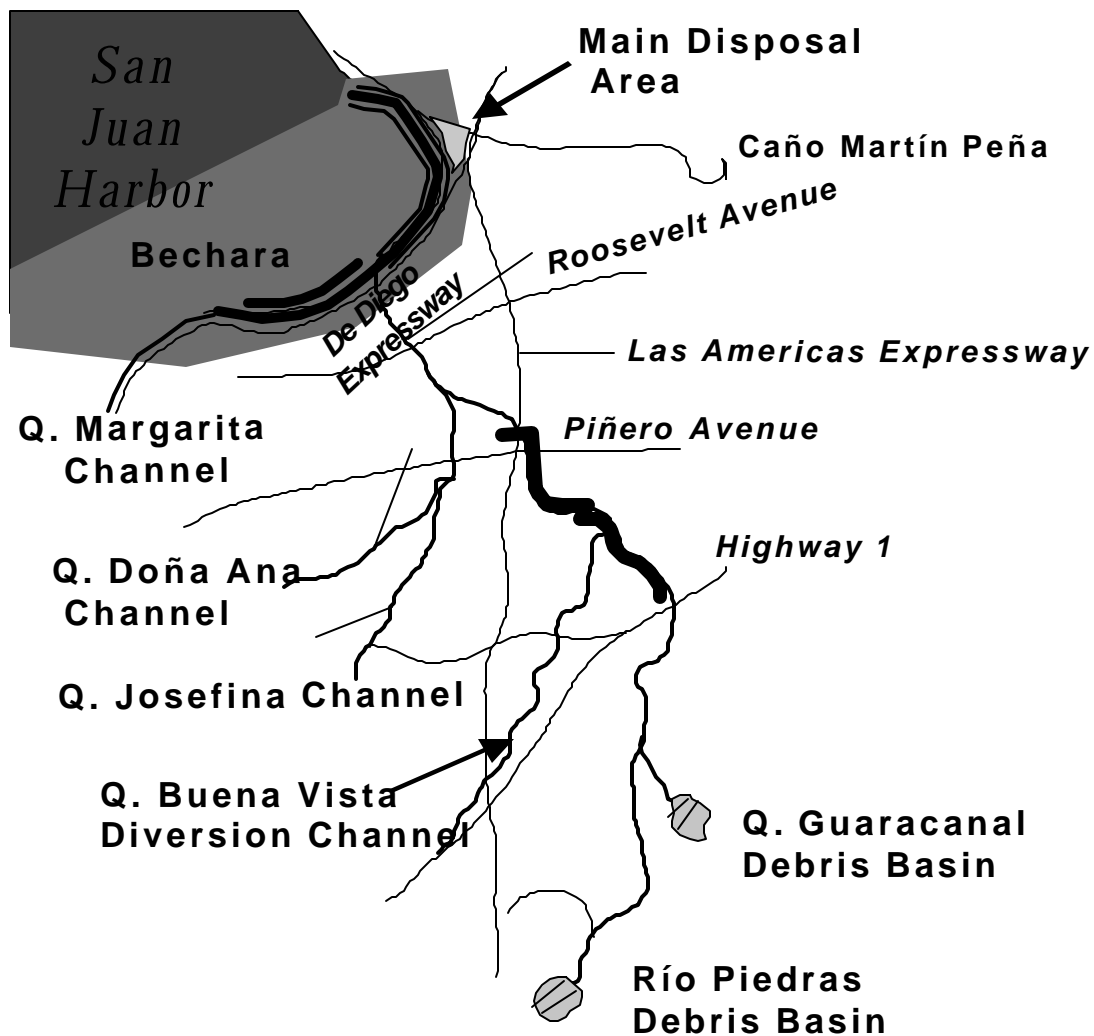
Division: South Atlantic

District: Jacksonville

Rio Puerto Nuevo, PR

3 February 2003

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APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Roanoke River Upper Basin, Virginia, Headwaters Area (Continuing)

LOCATION: The project is located on the Roanoke River in the City of Roanoke, Virginia.

DESCRIPTION: The project includes about 6.2 miles of channel widening along the 10 miles of river through the City of Roanoke, Virginia. Channel widening will be accomplished with the construction of a benched channel above the elevation of the average stream flow. Other flood damage reduction features include flood proofing at two locations, training walls to prevent floodwater intrusion into low areas along the river, replacement of two low-level bridges that constrict stream flows, and a flood warning system. Recreation facilities consist of a 9.5-mile recreation trail along the project reach and access and parking areas. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986 and Energy and Water Development Appropriation Act of 1990.

REMAINING BENEFIT - REMAINING COST RATIO: 1.4 to 1 at 8-7/8 percent.

TOTAL BENEFIT - COST RATIO: 1.01 to 1 at 8-7/8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 8-7/8 percent (FY 1990).

BASIS OF BENEFIT - COST RATIO: Benefits are from the General Design Memorandum approved in January 1990 at 1988 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$45,700,000		Entire Project	20	TBD
Estimated Non-Federal Cost		\$24,500,000				
Cash Contributions	9,160,000					
Other Costs	15,340,000					
Total Estimated Project Cost		\$70,200,000				
Allocations to 30 September 2002		\$9,110,000				
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD				
Allocation Requested for 2004		2,000,000				
Programmed Balance to Complete after FY 2004		TBD				
Unprogrammed Balance to Complete after FY 2004		0				

#### PHYSICAL DATA

Project Features:		Relocations:	
Channel Excavation	27,000 linear feet	Utility	3,880 linear feet
Training Wall	6,300 linear feet	Roads	2,000 linear feet
Paved Recreation Trail	50,160 linear feet	Overhead Line	6,350 linear feet
Parking/Access Areas	3 each	Buildings	13 each
Riprap	28,000 tons	Bridges	2 each

Division: South Atlantic

District: Wilmington

Roanoke River Upper Basin, VA, Headwaters Area

3 February 2003

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# PHYSICAL DATA - Continued

## Land Acquisition (acres):

Total Rights of Way Requirement	195
Flood Control Rights of Way	185
Disposal Areas (Temporary)	40
Recreation Rights of Way (Separable)	20
Right of Way Underwater	110

JUSTIFICATION: The project will provide improvements for flood protection and recreation. Most of the property that would be protected is industrial and commercial with a value of \$680,000,000. The average annual damages in the project area are estimated at \$5,777,000 at October 1988 price levels and 1988 level of development over the next 50 years if no flood control facilities are provided. The project would reduce these damages by \$3,126,200. The maximum flood of record, November 1985, caused damages estimated at \$112,424,000 under 1985 conditions of development and price levels. Damages at 1988 levels of development and October 1988 price levels would be \$119,997,000. Floodplain development is not promoted by the project. Return on investments by local businesses is adversely affected by the flood problem. Firms have to use resources to repair and attempt flood proofing that could be used for expansion and modernization. In this respect, return on investment is suppressed. The project will have a beneficial effect on a variety of firms and increase return on investment throughout the floodplain. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Damage Prevention	\$3,403,200
Recreation	1,229,700
Total	\$4,632,900

FISCAL YEAR 2004 The requested amount will be applied as follows:

Continue Construction	\$1,600,000
Continue Monitoring of Endangered Species	50,000
Planning, Engineering and Design	303,000
Construction Management	47,000
Total	\$2,000,000

Division: South Atlantic

District: Wilmington

Roanoke River Upper Basin, VA, Headwaters Area

3 February 2003

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NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide all lands, easements, and rights of way including suitable spoil disposal areas	\$ 5,942,000	
Modify or relocate buildings, utilities, roads and other facilities except railroad bridges, where necessary for construction of the project.	9,398,000	
Pay 25 percent of the cost of the flood warning system (partially offset by a credit for lands, easements, rights of way, and relocations).	10,000	
Pay 5 percent of the total cost allocated to flood control in cash in addition to all lands, easements, rights of way and relocations, and bear all costs of operation, maintenance, and replacement of flood control facilities.	2,709,000	\$101,000
Pay one-half of the separable cost allocated to recreation (partially offset by a credit for land, easements, rights of way and relocations) and bear all costs of operation, maintenance and replacement of recreation facilities	6,074,000	9,000
Pay 25 percent of the cost of the non-structural flood proofing (partially offset by a credit for lands, easements, rights of way and relocations).	367,000	
Total Non-Federal Costs	\$24,500,000	\$110,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The City of Roanoke is the project sponsor. On 11 April 1989 the voters of the City of Roanoke approved the sale of \$7.5 million worth of bonds to pay Roanoke's required cash contribution, acquire lands that are not currently owned and pay for relocation of bridges and utilities. The Local Cooperation Agreement was executed on 25 June 1990. A supplement to the Local Cooperation Agreement addressing the reimbursement for the flood proofing of the hospital was executed in January 1993. Design and construction of the project had been deferred for eight years due to concerns the sponsor had over assuming liability for potential HTRW issues that might arise during project construction. The City in conjunction with the Corps, EPA and the Virginia Department of Environmental Quality conducted an extensive investigation and review of the project right of way to alleviate these concerns. Hazardous material was found at two sites. The landowner has cleaned these sites. Soil contamination was found at 14 other sites. A project action plan for the screening and disposal of this material has been prepared and reviewed by the sponsor and the Virginia Department of Environmental Quality.

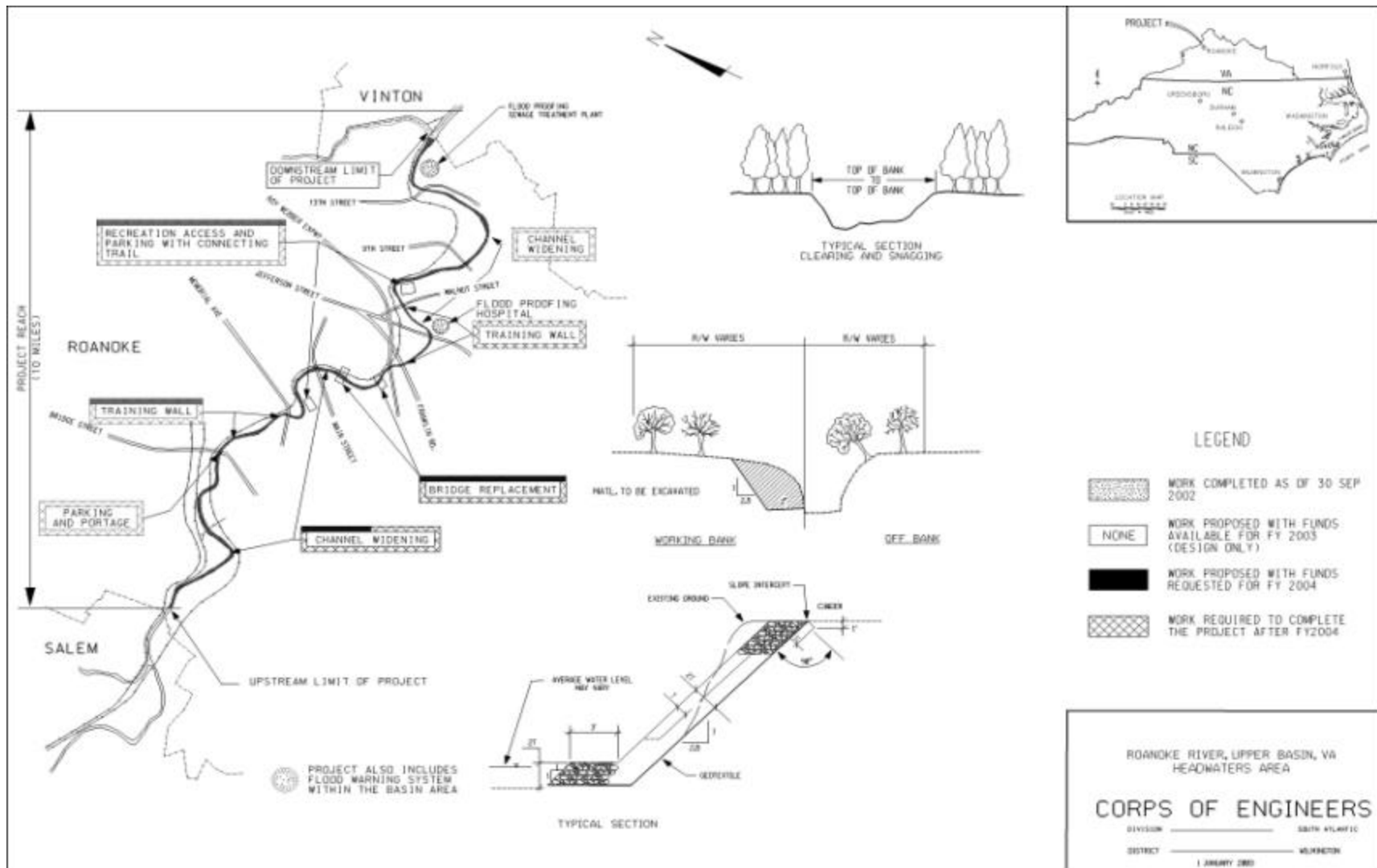
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$45,700,000 is an increase of \$8,500,000 over the latest estimate (\$37,200,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$1,028,000
Design Changes	7,472,000
Total	\$8,500,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final environmental impact statement was filed with the Environmental Protection Agency in February 1985. A Finding of No Significant Impact for design changes was signed on 30 June 1989.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1986 and funds to initiate construction were appropriated in FY 1990. The project was modified by the Energy and Water Development Appropriations Act of 1990 to increase the total estimated project cost to \$29,000,000 (October 88 price levels). The Roanoke Logperch, which is located in the project area, was listed as an endangered species effective 18 September 1989 and will be monitored during project construction. Reimbursement for the Federal share of the flood proofing of Roanoke Hospital, as authorized by Section 102cc of the Water Resources Development Act of 1990, in the amount of \$501,000, was made in February 1993.





Division: South Atlantic

District: Wilmington

Roanoke River Upper Basin, VA, Headwaters Area

3 February 2003

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APPROPRIATION TITLE: Construction, General - Multiple Purpose Power

PROJECT: Richard B. Russell Dam and Lake, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River about 275 miles above the mouth, 16 miles southeast of Elberton, Georgia and between the existing J. Strom Thurmond and Hartwell Lakes.

DESCRIPTION: The project consists of a concrete gravity-type dam, flanked by earth embankments with a maximum height of 200 feet above the river. The total length of 5,616 feet consists of a 1,884-foot concrete section and embankments of 3,732 feet. The gate-controlled spillway has a design capacity of 800,000 c.f.s. The project includes the installation of 328 megawatts of conventional power completed in January 1986 and 320 megawatts of reversible pumped storage power for a total available capacity of 648 megawatts. All work is programmed.

AUTHORIZATION: Flood Control Act of 1966, modified by the Water Resources Development Act of 1976 and the Water Resources Development Act of 1986.

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable because project construction is substantially complete.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 3 1/4 percent.

INITIAL BENEFIT - COST RATIO: 2.0 to 1 at 3 1/4 percent (FY 1972).

BASIS OF BENEFIT - COST RATIO: Benefits are from the cost allocation study completed in December 1991 at October 1991 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	618,100,000		Entire Project	98	TBD
Future Non-Federal Reimbursement	590,583,000				
Estimated Federal Cost (Ultimate)	27,517,000				
Estimated Non-Federal Cost	592,483,000				
Cash Contributions		1,900,000			
Reimbursements		590,583,000			
Power	590,583,000				
Total Estimated Project Cost	620,000,000				
Allocations to 30 September 2002	608,674,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocation Requested for FY 2004	4,328,000				
Programmed Balance to Complete after FY 2004	TBD				
Unprogrammed Balance to Complete after FY 2004	0				

Division: South Atlantic

District: Savannah

Richard B. Russell Dam and Lake, GA & SC

3 February 2003

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# PHYSICAL DATA

Dam		Relocations-Roads (Miles)	19.5
Type: Concrete Gravity, flanked by earth embankments		Railroads (Miles)	9.1
Maximum Height (Feet)	200	Initial Power Installation	
Length		4 Conventional Units (MW)	82
Concrete Section (Feet)	1,884	4 Pump Storage Units (MW)	80
Embankments (Feet)	23,732	Normal Average Head (Feet)	144
Spillway		Reservoir Capacity (Acre-feet)	
Type: Gate Controlled		Flood Control	140,000
Design Capacity (c.f.s)	800,00	Power	126,800
Lands and Damages (Acres)	0	Dead Storage	899,400
Type: Predominantly timber and Agricultural	53,112		
Improvements: Typical farm units			

JUSTIFICATION: The 648 megawatts installation, including pumped storage, will help meet the increased power requirements and rapid growth demands in this region. The output can be marketed and fully utilized immediately upon project completion in Federal Energy Regulatory Commission (FERC) supply areas 21, 22, and 23. This includes all of South Carolina, most of North Carolina, Georgia, Alabama, and parts of Mississippi and Florida. The FERC has stated repeatedly the need for this power source. This project will be an integral unit of the plan for development of the Savannah River Basin for flood control, navigation, power, and allied purposes. The recreational facilities will serve an area within a large zone of influences surrounding the three-lake complex of J. Strom Thurmond, Hartwell, and Richard B. Russell lakes. The estimated initial visitation at the project was 1,000,000 and should exceed 4,600,000 in the early 2000's. Average annual benefits are as follows:

Annual Benefits	Amount
Power	\$ 52,995,000
Flood Control	177,000
Recreation	3,597,000
Fish and Wildlife	71,000
Area Redevelopment	4,212,000
Total	\$ 61,052,000

Division: South Atlantic

District: Savannah

Richard B. Russell Dam and Lake, GA & SC

3 February 2003

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FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue environmental monitoring of pumped storage operation	\$709,000
Continue work on Static Start & Main Breakers Installation	1,734,000
Fabricate and Install J. Strom Thurmond Lake Oxygen System	1,173,000
Planning, Engineering and Design	569,000
Construction Management	143,000
<b>Total</b>	<b>\$4,328,000</b>

NON-FEDERAL COST: In accordance with Public Law 89-72, agreements for recreation development with the States of Georgia and South Carolina have been executed and were approved by the Secretary of the Army 20 May 1974. The costs allocable to power are reimbursable, and will be reviewed and adjusted, based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power.	571,810,000	3,557,000
Pay, contribute in kind, or repay (repayment not to exceed 50 years) with interest, one-half of the separable costs allocated to recreation.	20,673,000	0
Bear all costs of operation, maintenance, repair, rehabilitation, and replacement of recreation facilities.	0	249,000
<b>Total Non-Federal Costs</b>	<b>592,483,000</b>	<b>3,806,000</b>

STATUS OF LOCAL COOPERATION: The State of Georgia began payments for recreation reimbursements in May 1985. The State of South Carolina began payments in August 1985. Responsibility for repayment of power costs rests with the Southeastern Power Administration pursuant to Federal Laws.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$618,100,000 is the same as the latest estimate presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement (EIS) on conventional installation was submitted to Council on Environmental Quality (CEQ) on 31 May 1974. A supplement on water quality to the final EIS was filed with CEQ in May 1976. The final EIS on pumped storage was filed with the Environmental Protection Agency (EPA) in October 1979. The Supplement on fish and wildlife mitigation to the final EIS was filed with the EPA in December 1981. A supplement to the final EIS on pumped storage was filed in August 1991. A final NEPA document (Environmental Assessment) now based on 4 ½ years of environmental testing is complete. It embodies those technical items that the Corps of Engineers (COE) and South Carolina have reached agreement on, relating to operational measures, construction of a O<sub>2</sub> system to increase fish habitat and continued environmental monitoring of a commercial operation. The EA for Pumped Storage was completed in FY 1999 and the FONSI was signed in August 1999.

OTHER INFORMATION: Funds to initiate preconstruction planning were appropriated in FY 1968. Funds to initiate land acquisition were appropriated in FY 1971 and allocated in FY 1972. Initial construction funds were appropriated in FY 1975.

A preliminary injunction halting the installation of pumped storage was issued on 23 May 1988. A hearing on the merits of our appeal for injunctive relief was held on 8 December 1988 in the 4<sup>th</sup> Circuit Court of Appeals in Richmond, Virginia. On 24 January 1989, the Richmond 4<sup>th</sup> Circuit Court of Appeals granted injunctive relief to the COE to only install the reversible pump turbines. Testing and operation was contingent on demonstrating through the supplemental EIS process that units can be operated in a responsible manner without unduly impacting existing fish habitat. With the record-of-decision on the Supplemental EIS, dated 4 September 1991, the Corps completed a settlement with the litigants to proceed forward into a phased testing and monitoring plan to address environmental issues concerning pumped storage. On 6 December 1991, the Federal District Court of Charleston, South Carolina, modified the pump storage injunction to permit testing of the first pumped storage units and permit advertising of the pumped storage conveyance channel.

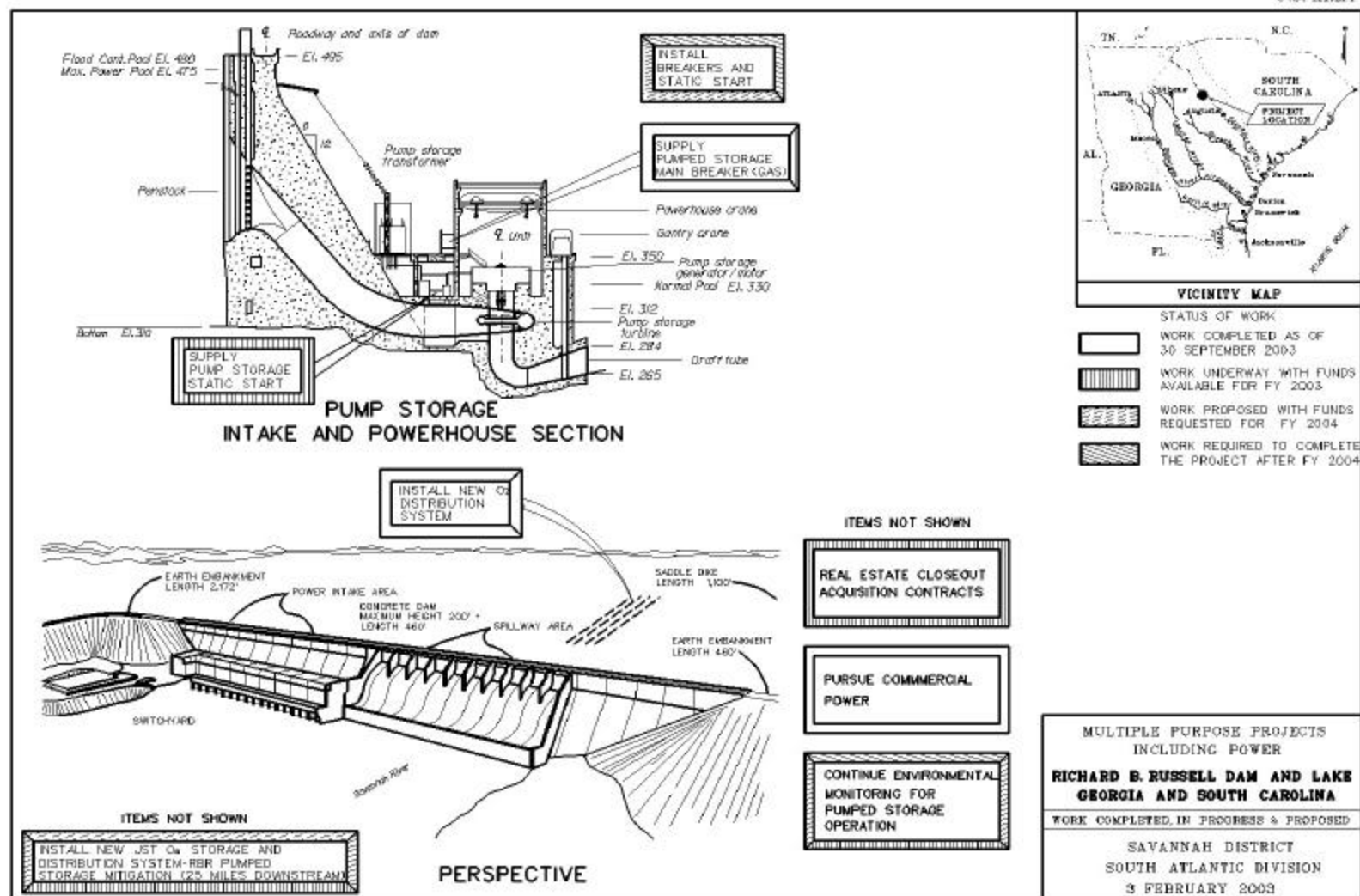
On 8 April 1992, the Charleston District Federal Court granted injunctive relief to allow environmental testing of the pumped storage units from May 1992 through October 1993 (subsequently from March 1993 through October 1996) and allow the award of the dredging of the tailrace channel. This schedule conforms to the Federal Court and the Corps commitment to the resource agencies as stated in the supplement to the final environmental impact statement record-of-decision. Environmental clearance for dredging was attained 27 May 1994. Dredging the tailrace conveyance channel was tied to the phased testing process in accordance with the consent order and it was included in the final EIS on pumped storage. The dredging was completed in March 1995. The Vortex Fix scheduled for unit eight was warded in February 1994 and installation was completed in December 1994. A second contract was awarded in February 1996 and completed in March 1996. This contract, a Rock Jetty Flow Diversion Structure, was fully successful in eliminating the remaining vortex influence on fish entrainment at Unit eight.

After 4 1/2 years, environmental testing is now complete at Richard B. Russell Dam and Lake. The Savannah District completed the Final Phase III Environmental Report for Interagency Review and comment in August 1997. Review of the data from Phase III final testing of full operations (April 1996 through October 1996) indicates minimal environmental impact to the fishery and possible environmental impact to water quality due to thermal warming to 27 degrees centigrade, which exceeds the comfort range of large striped bass by one degree of the Tailwater Region. This thermal impact can exist in the summer months.

OTHER INFORMATION (Continued):

The South Carolina Department of Natural Resources requested full compensation for fish losses throughout the remaining life of the turbines (45 years) and a four-month moratorium on springtime pumping as an offer to avoid final litigation action in Federal District Court. Limited springtime pumping for the months of March, April, and May was agreed upon and will not impact the dependable annual capacity and marketing of this power, and will further reduce already very low numbers of springtime sport fish entrainment. The Corps and the Department of Justice could not pay compensation for fish losses. The remaining impasse to reaching an agreement rested in the legal arena. The plaintiffs, SCDNR and NWF refused to release USACE from the current injunction, because the Corps of Engineers could not agree to the state's demands for authority to approve any change in operation of the project and for payment to the state for fish killed. The Government also refused to construct recreational facilities demanded by the State of Georgia unrelated to mitigation for this project. The Savannah District is implementing springtime pumping limitations and other agreed upon mitigation measures as described herein, which are appropriate, and within our authorities. The commitment and decision to operate the project in accordance with these measures are contained in the final NEPA documentation signed 17 August 1999. The NEPA decision document and Finding of No Significant Impact (FONSI) was signed by Colonel Joseph K. Schmitt, the Savannah District Commander.

The Pumped Storage was declared commercially available on 1 September 2002 with a favorable decision from U.S. District Court granted 03 May 2002. That hearing on the Corps' request for summary judgement to dismiss the injunction was conducted on 17 October 2000 in the Charleston, SC U.S. District Court.





APPROPRIATION TITLE: Construction, General – Environmental Restoration

PROJECT: Central and Southern Florida, Florida (Continuing)

LOCATION: The project is located in the southeasterly 18 counties of the State of Florida. Principle areas are the Upper St. Johns River Basin, Kissimmee River Basin, Lake Okeechobee, Everglades Agricultural Area, Upper East Coast, Lower East Coast, Water Conservations Areas, Everglades National Park, Southwest Florida, Florida Bay and the Florida Keys.

DESCRIPTION: The Central and Southern Florida Project involves an area of about 18,000 square miles, which includes all or part of 18 counties in central and southern Florida. It embraces Lake Okeechobee, its regulatory outlets, the Florida Everglades, the Upper St. Johns (which is not part of Everglades ecosystem) and Kissimmee River Basins, and the lower east coast of Florida. Original project purposes were flood control; municipal, industrial, and agricultural water supply; prevention of salt water intrusion, water supply for Everglades National Park; fish and wildlife preservation; navigation; and recreation. WRDA 2000, Section 601 modified the Central and Southern Florida Project to include modifications and operational changes needed to restore, preserve, and protect the South Florida ecosystem while providing for other water related needs to the region, including water supply and flood protection. In addition to completed work, portions of the Upper St. Johns River, South Dade County, West Palm Beach Canal, Manatee Pass-Through Gates, and the Comprehensive Everglades Restoration Program separate elements are currently programmed; all remaining separable elements are unprogrammed. Modified Water Deliveries to Everglades National Park will be accomplished with funds transferred to the Corps of Engineers by National Park Service. The restoration of the Kissimmee River Project is being accomplished as a separate project.

AUTHORIZATION: Flood Control Acts of 1948, 1954, 1960, 1962, 1965, and 1968; Authorization in 1970 under Section 201 of the Flood Control Act of 1965, and the Water Resources Development Acts of 1986, 1988, 1990, 1992, 1996, 1999, and 2000.

REMAINING BENEFIT - REMAINING COST RATIO: 4.0 to 1 at 2-1/2 percent.

TOTAL BENEFIT - COST RATIO: 4.8 to 1 at 2-1/2 percent.

INITIAL BENEFIT - COST RATIO: 2.1 to 1 at 2-1/2 percent (FY 1950).

BASIS OF BENEFIT - COST RATIO: Benefits are a composite of the latest benefits available from the individual reports of the separable elements of the total project.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost (CoE)		2,397,900,000		Misc. Completed Works	100	Oct 1992
Programmed Construction	1,775,787,000			Upper St. Johns River	95	TBD
Unprogrammed Construction	622,113,000			West Palm Beach	70	TBD
				South Dade County	45	TBD
Estimated Federal Cost (OFA)		46,000,000		Manatee Pass Gates	28	TBD
Programmed Construction	46,000,000			Everglades Restoration	5	TBD
Unprogrammed Construction	0					
Estimated Non-Federal Cost		1,754,900,000		Entire Project	23	TBD
Programmed Construction	1,393,973,000					
Cash Contributions	108,612,000					
Other Costs	1,285,361,000					
Unprogrammed Construction	360,927,000					
Cash Contributions	177,262,000					
Other Costs	183,665,000					
Total Estimated Programmed Construction Cost		3,215,760,000				
Total Estimated Unprogrammed Construction Cost		983,040,000				
Total Estimated Project Cost		4,198,800,000				
Allocations to 30 September 2002		636,067,000				
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD				
Allocation Requested for FY 2004		112,498,000				
Programmed Balance to Complete after FY 2004		TBD				
Unprogrammed Balance to Complete after FY 2004		TBD				

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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# PHYSICAL DATA

Pumping Plants (Number)	35	Locks (Number)	25
Floodway Control & Diversion Structures (Number)	235	Canals (Miles)	977
Relocations-Highways (Bridges)	2	Levees (Miles)	1,008
Relocations-Railroads (Bridges)	56		

JUSTIFICATION: The Central and Southern Florida project was originally authorized and designed as a flood control project in response to the maximum flood of record in 1947. Existing damages, without the project, were \$59,693,000 (\$366,903,000 at 1 October 1989 price levels). The 1947 flood frequency averages 1 in 25 years over the project area, with an average duration of 70 days. Minor floods occur almost yearly in the project area and major floods occur frequently. This situation is aggravated by wet antecedent conditions followed by heavy seasonal rainfall. The average degree of protection provided by the completed project is about a 10-year flood frequency protection. Approximately 2,853,700 acres are protected. This encompasses 2,765,100 agricultural acres and 88,600 urban acres. The present value of property subject to flood damages is about \$12.3 billion. Property types include residential, commercial, industrial, public, and agricultural.

Average annual damages without the project would be \$110,580,000 and \$22,536,000 with the project. Damages attributable to urban property are 16.7 percent and 83.3 percent are attributable to rural property. The proportion of average annual damages prevented is 36.8 percent to existing development and 63.2 percent to future development.

Under Public Law 90-483 (River and Harbor Act of 1968), additional project features for the purpose of water supply were added to the Central and Southern Florida project. The storage capacity of the entire project is 2,953,000 average annual acre-feet divided into approximately 1,600,000 acre-feet for urban use by 2020 and 740,000 acre-feet for agricultural use by 2020. The Everglades National Park receives virtually its entire source of water (other than direct rainfall) from the Central and Southern Florida Project. The pumping rate for irrigation of 590 square miles would yield approximately 917,850 acre-feet per year for agricultural use. Recurrent drought conditions with resultant low flows require supplemental irrigation to ensure adequate crops yields.

Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	235,213,000
Municipal and Industrial Water Supply	25,664,000
Agricultural Water Supply	27,614,000
Recreation	11,109,000
Fish and Wildlife	238,000
Area Redevelopment	3,012,000
Total	302,850,000

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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JUSTIFICATION (Continued):

Public Law 90-483 in addition to Public Law 101-229 (Everglades National Park Protection and Expansion Act) has authorized modifications to the project for environmental restoration in the C-111 basin. The South Dade County effort will restore natural hydrologic conditions in Taylor Slough within Everglades National Park for the purpose of restoring the historic diversity and abundance of the native flora and fauna.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue construction of channels, canals, and pumping plants for South Dade County	16,925,000
Continue construction of channels, canals, levees, floodwalls, and flood control structures for Upper St. Johns River Basin	200,000
Continue construction of levees, floodwalls, pumping plants, and flood control structure for West Palm Beach Canal	18,037,000
Continue construction of locks, channels, and canals for Manatee Pass-Through Gates	3,370,000
Continue the feasibility phase of the Central and Southern Florida Project (CERP)	4,442,000
Initiate Construction CERP	34,588,000
Engineering and Design for South Dade County	493,000
Engineering and Design for Manatee Pass-Through Gates	632,000
Engineering and Design for Comprehensive Everglades Restoration Plan (CERP)	26,033,000
Engineering and design for Upper St Johns	28,000
Construction Management (Includes \$240,000 for Upper St. Johns River Basin)	7,750,000
 Total	 112,498,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation and the Water Resources Development Act of 1986 and 1996, as applicable, the non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Upper St. Johns River Basin		
Provide lands, easements, rights of way, and dredged material disposal areas.	86,232,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project	11,060,000	
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operations, maintenance, repair, and replacement of recreational facilities.	3,158,000	82,000
Total	100,450,000	82,000
Division: South Atlantic	District: Jacksonville	Central and Southern Florida, FL

Requirements of local Cooperation (Continued)	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
West Palm Beach Canal		
Provide lands, easements, rights of way, and dredged material disposal areas.	11,129,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	1,400,000	
Pay 12.8 percent of the separable costs allocated to flood control and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of facilities.	14,971,000	289,800
Total	27,500,000	289,800
South Dade County		
Provide lands, easements, rights of way, and dredged material disposal areas.	116,321,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	330,000	
Pay one-half of the cost of the project assigned to flood control and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	16,749,000	845,000
Total	133,400,000	845,000
Manatee Pass-Through Gates		
Pay applicable percentage based upon authorized cost share for each particular project.	2,300,000	
Total	2,300,000	
Comprehensive Everglades Restoration Plan		
Provide lands, easements, rights of way, and dredged material disposal areas.	751,200,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.		
Pay one-half of the cost of the project assigned to flood control and bear one half of the cost of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	295,627,000	
Total	1,046,827,000	

Division: South Atlantic

District: Jacksonville

Central and Southern Florida, FL

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Requirements of local Cooperation (Continued)	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Completed Works		
Provide lands, easements, rights of way, and modify or relocate buildings, utilities, roads, bridges and other facilities.	219,448,000	
Cash Contribution	224,975,000	
Total	444,423,000	
Total Non-Federal Costs	1,754,900,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: Assurances of local cooperation have been accepted from the local sponsor, the South Florida Water Management District, for all works authorized under the Central and Southern Florida project except for the Upper St. Johns River portion of the project. Local interest voluntarily executed a supplemental assurances contract that was approved by the District Engineer on 1 July 1972 for all modifications to the project. Assurances of local cooperation were accepted from the St. Johns River Water Management District for the Upper St. Johns River portion on 30 December 1987. The Project Cooperation Agreement for the South Dade County separable element was executed with the South Florida Water Management District in January 1995. The Design Agreement for the South Florida Water Management District segment of the Comprehensive Everglades Restoration Plan (CERP) was signed on 12 May 2000. Additional Design Agreements for CERP features are scheduled to be executed in FY 2004 with Seminole Tribe of Florida, Miccosukee Tribe of Florida, and FY2003 for Lee County, Florida Department of Environmental Protection. The Design Agreement for Miami-Dade County is scheduled for 2011.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$2,397,900,000 is a decrease of \$11,200,000 from the latest estimate (\$2,409,100,000) submitted to Congress (FY 2002). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$2,868,000
Design Changes	-3,590,000
Post Contract Award & Other Estimating Adj--	-5,851,000
Schedule Changes	- 4,627,000
Total	\$-11,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The latest Environmental Impact Statement for the project was for the West Palm Beach Canal separable element and was filed with the Environmental Protection Agency in June 1998.

OTHER INFORMATION: Funds to initiate preconstruction planning and construction were appropriated in FY 1950. The Everglades National Park Protection and Expansion Act, signed 13 December 1989, authorizes construction of structural works required for improved water deliveries to Shark River Slough in Everglades National Park, construction of flood protection works for the residential area in the East Everglades, and acquisition of 107,600 acres of privately owned wetlands in the East Everglades. The Department of the Interior and the State of Florida would acquire the land and the Secretary of the Army would construct all project modifications with funds transferred to the Corps of Engineers by the National Park Service for this purpose. All Federal funding for implementation of this project is being appropriated through the Department of Interior appropriations and transfers are made to the Corps of Engineers as needed for modifications to the Central and Southern Florida project. This authorization also included modification of the South Dade County separable element to improve the natural resources in Taylor Slough in Everglades National Park and was funded through the Corps Central and Southern Florida project.

The Kissimmee Restoration Project was authorized by the Water Resources Development Act of 1992. It is being funded as a separate project. The project cooperation agreement was executed in March 1994. Engineering and design is underway, and construction was initiated in Fiscal Year 1997.

The Water Resources Development Act of 1992 authorizes the Chief of Engineers to review the Central and Southern Florida project to determine whether modifications to the existing project are advisable at the present time due to significantly changed physical, biological, demographic, or economic conditions, with particular reference to modifying the project or its operation for improving the quality of the environment, improving protection of the aquifer, and improving the integrity, capability, and conservation of urban water supplies affected by the project or its operation. The central organizing theme of the study is restoration of the Everglades ecosystem while accommodating other demands for water and related land resources in south Florida. Recognizing the complexity of ecological restoration and the extensive interaction between the ecosystem and other uses of water and related land resources, oversight of the reconnaissance study was provided by a South Florida Ecosystem Restoration Task Force, which will continue to provide policy guidance, study coordination, and appropriate agency participation. The Water Resources Development Act of 1996 (Section 528) required that a report be submitted to Congress, along with a Programmatic Environmental Impact Statement, in July 1999. The Final Integrated Feasibility Report and Programmatic Environmental Impact Statement was submitted to Congress on 01 July 1999. The Energy and Water Appropriations Act of FY 2000, Public Law 106-50 authorized funds for the Government to initiate design of elements of the Comprehensive Plan for the Everglades and South Florida Ecosystem Restoration Project.

The Water Resources Development Act of 1996 also legislatively established the Task Force and expanded its membership to include State and local agency representatives. The Task Force, along with the Governor's Commission for the Everglades, is providing assistance to the Comprehensive Restoration Plan project development team.

The Indian River Lagoon Feasibility Study was initiated in 1996. This study is evaluating potential modifications to the Central and South Florida Project for ecological restoration of Indian River Lagoon system.

The Water Resources Development Act 2000 authorized the Comprehensive Everglades Restoration Plan as the framework for modifications and operational changes to the Central & Southern Florida Project. In addition, specific authorization was provided for 10 projects totaling \$1.1 billion (including \$100 million for adaptive assessment and monitoring programs) and 4 pilot projects totaling \$69 million, and to allow for implementation of projects under a programmatic authority, not to exceed \$206 million. Two additional pilot projects and part of the Comprehensive Everglades Restoration Plan were authorized in the Water Resources Development Act of 1999 for \$29 million.

## SUMMARIZED FINANCIAL DATA

### Upper St. Johns River Basin

Estimated Federal Cost		92,150,000
Programmed Construction	90,435,000	
Unprogrammed Construction	1,715,000	
Estimated Non-Federal Cost		100,450,000
Programmed Construction	98,642,000	
Cash Contributions	1,350,000	
Other Costs	97,292,000	
Estimated Non-Federal Cost		
Unprogrammed Construction	1,808,000	
Cash Contributions	1,808,000	
Other Costs	0	
Total Estimated Programmed Construction Cost		189,076,000
Total Estimated Unprogrammed Construction Cost		3,524,000
Total Estimated Project Cost		192,600,000

REMAINING BENEFIT-REMAINING COST RATIO: 2.7 to 1 at 6-3/8 percent.

TOTAL BENEFIT-COST RATIO: 3.0 to 1 at 6-3/8 percent.



SUMMARIZED FINANCIAL DATA (Continued)

South Dade County

Estimated Federal Cost		133,400,000
Programmed Construction	133,400,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		133,400,000
Programmed Construction	133,400,000	
Cash Contributions	16,749,000	
Other Costs	116,651,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		266,800,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		266,800,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA (Continued)

West Palm Beach Canal

Estimated Federal Cost (COE)		177,500,000
Programmed Construction	177,500,000	
Unprogrammed Construction	0	
Estimated Federal Cost (OFA)		46,000,000
Programmed Construction	46,000,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		27,500,000
Programmed Construction	27,500,000	
Cash Contributions	14,971,000	
Other Costs	11,129,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		251,000,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		251,000,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA (Continued)

Manatee Pass-Through Gates

Estimated Federal Cost			11,300,000
Programmed Construction		11,300,000	
Unprogrammed Construction		0	
Estimated Non-Federal Cost			2,300,000
Programmed Construction		2,300,000	
Cash Contributions	2,300,000		
Other Costs	0		
Estimated Non-Federal Cost			
Unprogrammed Construction		0	
Cash Contributions	0		
Other Costs	0		
Total Estimated Programmed Construction Cost			13,600,000
Total Estimated Unprogrammed Construction Cost			0
Total Estimated Project Cost			13,600,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable

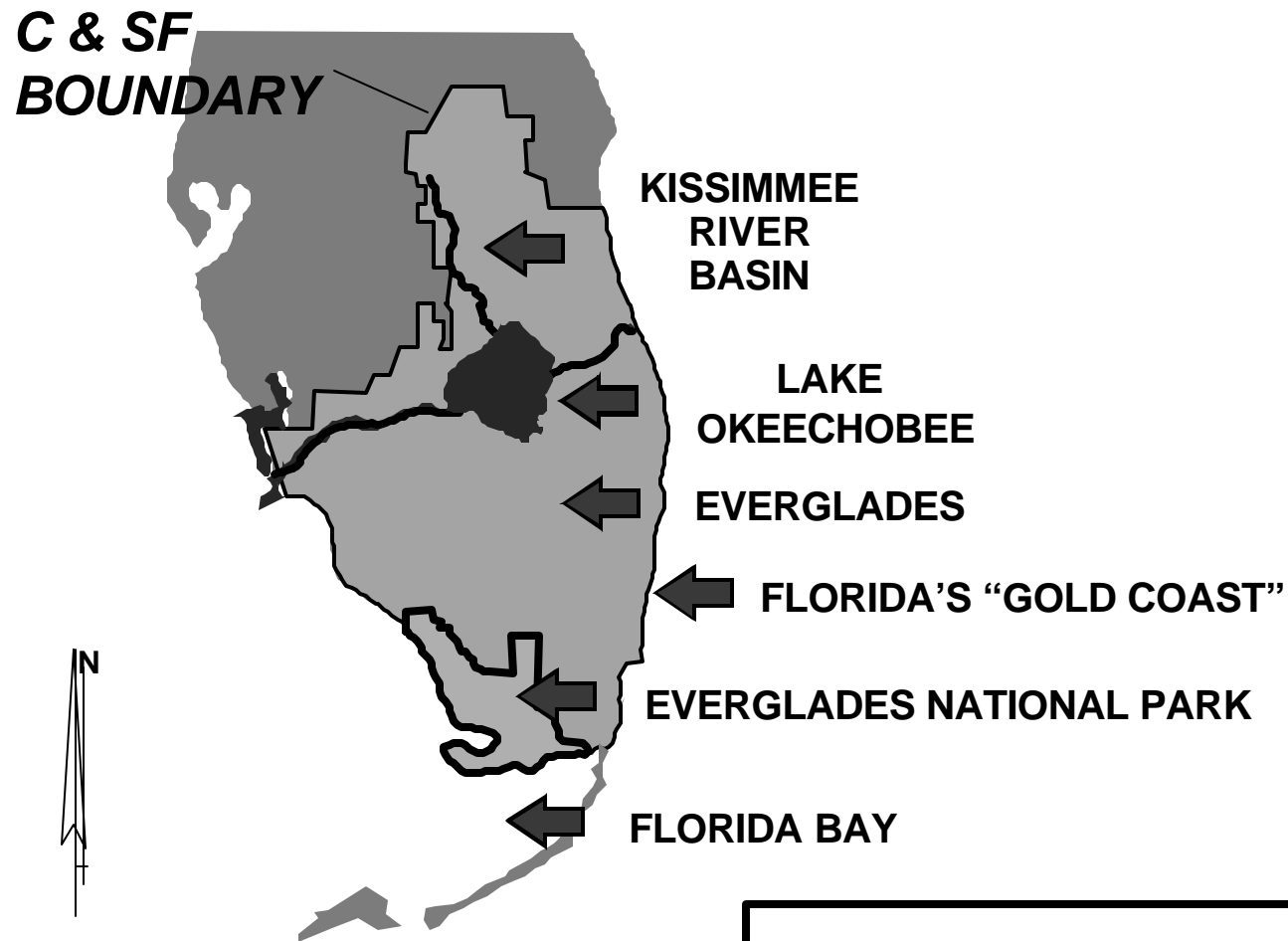
SUMMARIZED FINANCIAL DATA (Continued)

Comprehensive Everglades Restoration Plan

Estimated Federal Cost		1,051,769,000
Programmed Construction	1,051,769,000	
Unprogrammed Construction	0	
Estimated Non-Federal Cost		1,046,827,000
Programmed Construction	1,046,827,000	
Cash Contributions	17,213,000	
Other Costs	1,029,614,000	
Estimated Non-Federal Cost		
Unprogrammed Construction		0
Cash Contributions	0	
Other Costs	0	
Total Estimated Programmed Construction Cost		2,098,596,000
Total Estimated Unprogrammed Construction Cost		0
Total Estimated Project Cost		2,098,596,000

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable

TOTAL BENEFIT-COST RATIO: Not applicable



## CENTRAL AND SOUTHERN FLORIDA PROJECT

APPROPRIATION TITLE: Construction, General - Environmental Restoration

PROJECT: Everglades and South Florida Ecosystem Restoration, FL (Continuing)

LOCATION: The projects will be within the boundaries of the Central and Southern Florida (C&SF) Project including the Everglades, the Florida Keys and the contiguous and near-shore waters of South Florida. The project is located in the southeasterly 18 counties of the State of Florida. Principle areas are the Kissimmee River Basin, Lake Okeechobee-Everglades Area, East Coast-Everglades Area, and Big Cypress Basin.

DESCRIPTION: Critical Restoration Projects must meet the following criteria: be within the C&SF Project and its near shore waters; provide immediate, independent, and substantial ecosystem restoration, protection, and preservation benefits; cost less than \$25 million in Federal funds; be consistent with the Governor's Commission's Conceptual Plan; and have a local sponsor to contribute 50% of the total project cost. Projects underway are: Florida Keys Carrying Capacity, East Coast Canal Structures, Tamiami Trail Culverts, Western C-11, Seminole Big Cypress, Southern CREW, Lake Okeechobee Water Retention, Ten Mile Creek, and Lake Trafford.

AUTHORIZATION: Water Resources Development Act of 1996, as modified by the Water Resources Development Acts of 1999 and 2000.

REMAINING BENEFIT - REMAINING COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

TOTAL BENEFIT - COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

BASIS OF BENEFIT - COST RATIO: Each project will be justified based on its ecosystem restoration, preservation, or protection benefits.

SUMMARIZED FINANCIAL DATA		ACCUM. PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimate Federal Cost		75,000,000	Total Project	43	TBD
Estimated Non-Federal Cost		78,183,000			
Cash Contributions	51,562,000				
Other Costs	26,621,000				
Total Estimated Project Cost		153,183,000			
Allocations to 30 September 2002		25,393,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD			
Allocation Requested for FY 2004		14,835,000			
Programmed Balance to Complete after FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

#### PHYSICAL DATA

Pumping Plants (Number)	3
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JUSTIFICATION: The C&SF Project has successfully provided flood control, water supply benefits, recreation, and navigation in accordance with its authorized purposes. However, there has been substantial degradation in the region's natural resources associated with the water management system. Furthermore, development in the project area has far surpassed projections in the initial design of the comprehensive plan for the C&SF Project in 1948. WRDA 1996 authorized implementation of Critical Projects that will provide immediate, independent, and substantial ecosystem restoration, protection and preservation benefits. The projects will be justified on the basis of those benefits.

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

3 February 2003

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FISCAL YEAR 2004: The requested amount will be applied as follows:

Construction of channels and canals	\$ 829,000
Construction of reservoirs	10,443,000
Land Reimbursement	2,424,000
Planning, Engineering and Design	349,000
Construction Management	790,000
Total	14,835,000

NON-FEDERAL COST: The Non-Federal project sponsor(s) will provide at least 50% of the total project cost. The Non-Federal contribution can be through in-kind services, cash contributions, or any combination that is approved in the Project Cooperation Agreement.

STATUS OF LOCAL COOPERATION: PCA's executed 07 January 2000 for East Coast Canal Structures, Tamiami Trail Culverts, Western C-11, Seminole Big Cypress, Southern Crew, Lake Okeechobee Water Retention, Ten-Mile Creek, and Lake Trafford. PCA executed Dec 1998 for Florida Keys Carrying Capacity. Local sponsors include: South Florida Water Management District (SFWMD), Seminole Tribe of Florida, and the Department of Community Affairs (DCA). Notwithstanding the 50% cost sharing requirement of the program, the PCA's for each project state that the Non-federal sponsor shall be responsible for all costs on its projects when the Federal expenditure limits of \$25M per project or \$75M for the program are reached.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$75,000,000 is no change from the latest estimate (\$75,000,000) submitted to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Appropriate NEPA documents were prepared and finalized prior to execution of the PCA.

OTHER INFORMATION: None



# SUMMARIZED FINANCIAL DATA

## Lake Okeechobee

Estimate Federal Cost		8,474,000
Estimated Non-Federal Cost		8,474,000
Cash Contributions	1,670,000	
Other Costs	6,804,000	
Total Estimated Project Cost		16,948,000

## Southern CREW

Estimate Federal Cost		6,048,000
Estimated Non-Federal Cost		6,049,000
Cash Contributions	2,646,000	
Other Costs	3,403,000	
Total Estimated Project Cost		12,097,000

## East Coast Canal Structures

Estimate Federal Cost		1,847,000
Estimated Non-Federal Cost		1,847,000
Cash Contributions	1,622,000	
Other Costs	225,000	
Total Estimated Project Cost		3,694,000

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

3 February 2003

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SUMMARIZED FINANCIAL DATA (Continued):

Western C-11 Basin

Estimate Federal Cost		8,172,000
Estimated Non-Federal Cost		8,172,000
Cash Contributions	7,937,000	
Other Costs	235,000	
Total Estimated Project Cost		16,344,000

Seminole Big Cypress

Estimate Federal Cost		18,275,000
Estimated Non-Federal Cost		22,496,000
Cash Contributions	16,254,000	
Other Costs	6,242,000	
Total Estimated Project Cost		40,771,000

Ten-Mile Creek

Estimate Federal Cost		15,268,000
Estimated Non-Federal Cost		15,268,000
Cash Contributions	9,323,000	
Other Costs	5,945,000	
Total Estimated Project Cost		30,536,000

Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

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SUMMARIZED FINANCIAL DATA (Continued):

Tamiami Trail

Estimate Federal Cost		3,839,000
Estimated Non-Federal Cost		3,839,000
Cash Contributions	3,614,000	
Other Costs	225,000	
Total Estimated Project Cost		7,678,000

Lake Trafford

Estimate Federal Cost		9,038,000
Estimated Non-Federal Cost		9,038,000
Cash Contributions	6,996,000	
Other Costs	2,042,000	
Total Estimated Project Cost		18,076,000

Keys Carrying Capacity

Estimate Federal Cost		3,000,000
Estimated Non-Federal Cost		3,000,000
Cash Contributions	1,500,000	
Other Costs	1,500,000	
Total Estimated Project Cost		6,000,000

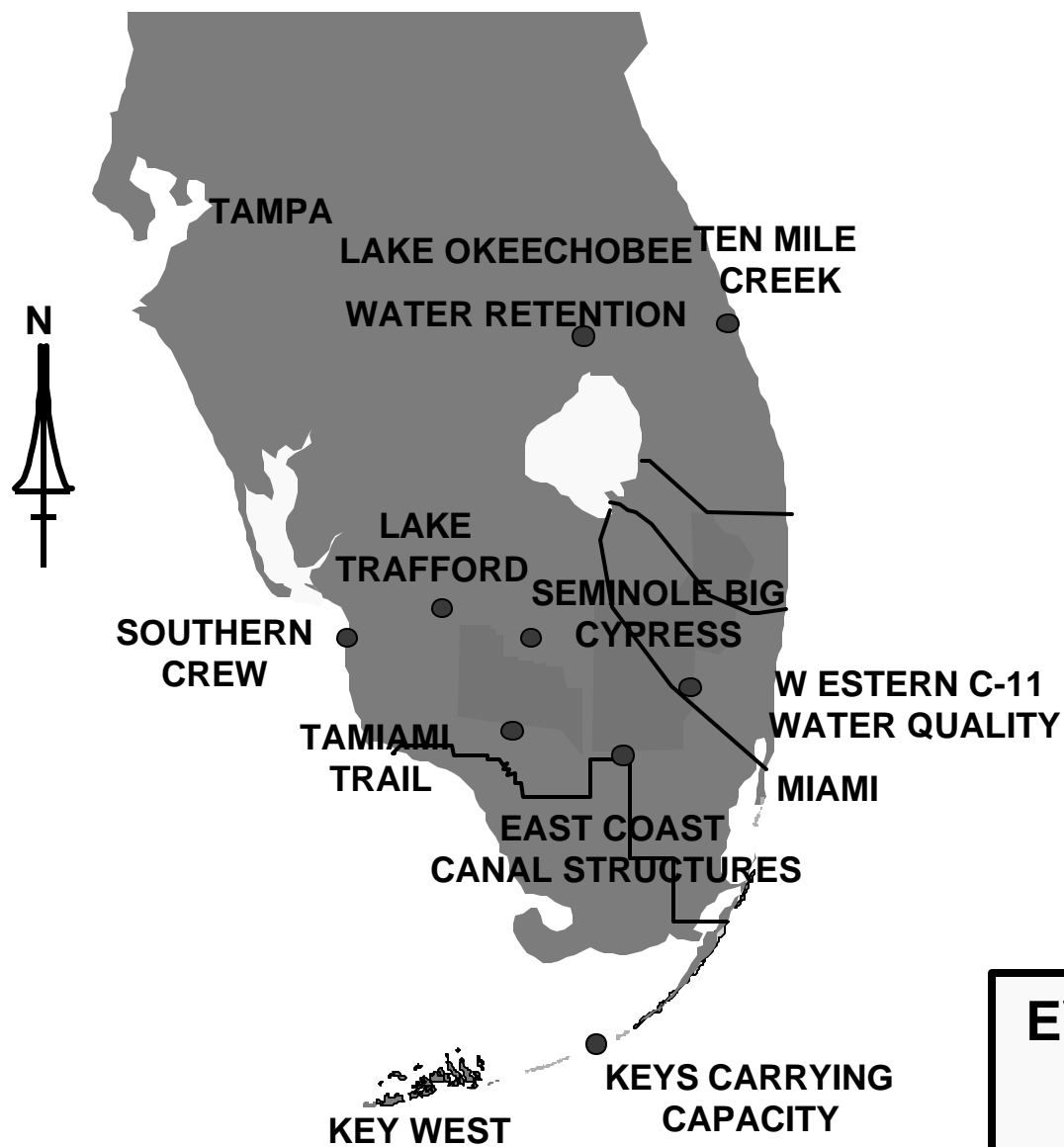
Division: South Atlantic

District: Jacksonville

Everglades and South Florida Ecosystem Restoration, FL

3 February 2003

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*Keys Carrying Capacity*

## EVERGLADES ECOSYSTEM RESTORATION, FLORIDA

APPROPRIATION TITLE: Construction, General - Environmental Restoration

PROJECT: Kissimmee River, Florida (Continuing)

LOCATION: The Kissimmee River basin is approximately 3,000 square miles in size. It stretches from the southern Orlando area southward to Lake Okeechobee in central Florida. The project to restore the Kissimmee River has two component parts; the upper basin, referred to as the Headwaters Revitalization, and the lower basin, referred to as the Kissimmee River Restoration. The project was authorized in the Water Resources Development Acts of 1988 and 1992.

DESCRIPTION: The upper basin portion of the project consists of water regulation schedule modifications, canal and structure improvements, and land acquisition. This will result in environmental benefits in the upper chain of lakes and in the lower basin. More natural fluctuations of water levels will enhance the peripheral marshes of the lakes. Reestablishing a more natural timing of flows to the lower basin will result in restoration or enhancement of the Kissimmee River ecosystem. Structural improvements will include enlargements of existing canals and existing water control structures. The Kissimmee River project is addressing restoration of natural flooding of the floodplain to reestablish historic wetland conditions. Construction will include backfilling approximately 22 miles of the C-38 canal, excavating approximately 9 miles of new river channel, and the removing 2 water control structures and locks in the backfilled sections. The project will also include acquisition of fee title for lands within the 5-year-floodplain and acquisition of flowage easements for lands between the five-year-flood line and the 100-year-flood line.

AUTHORIZATION: Water Resources Development Acts of 1988 (Section 46) and 1992 (Section 101).

REMAINING BENEFIT - REMAINING COST RATIO: Not applicable

TOTAL BENEFIT - COST RATIO: Not applicable

INITIAL BENEFIT - COST RATIO: Not applicable

BASIS OF BENEFIT - COST RATIO: Not applicable

SUMMARIZED FINANCIAL DATA		ACCUM. PCT. OF EST FED COST	STATUS (1Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	285,300,000		Lands and Damages	38	TBD
			Relocations - Bridges	10	TBD
Estimated Non-Federal Cost	285,300,000		Channels and Canals	15	TBD
Cash Contributions	83,256,000		Flood Control Structures	35	TBD
Other Costs	202,044,000				
			Entire Project	27	TBD
Total Estimated Project Cost	570,600,000				
Allocations to 30 September 2002	83,570,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocation Requested for FY 2004	17,706,000				
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	0				

#### PHYSICAL DATA

Relocations - (Bridges)	1
Canals – Miles Backfilled	22
Canals – New River Channel	9
Bridge Construction	1
Water Control Structures Removal	2

Division: South Atlantic

District: Jacksonville

Kissimmee River, FL

3 February 2003

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JUSTIFICATION: Local water resource development of the Kissimmee River began in the late 1800's. In the 1960's, the river was channelized as part of the comprehensive Central and Southern Florida Project. Although the project has provided continuing navigation and effective flood control, it also resulted in long-term degradation of the natural ecosystem. The 103-mile river that historically meandered across and inundated about 35,000 acres of wetlands over a broad flood plain was reduced to a 56-mile canal that has successfully contained almost all flows since its completion. The channelization coupled with the modifications of the Lower Basin tributary watersheds and efficient control of floodwaters and regulation of inflows from the Upper Basin significantly altered hydrologic characteristics of the ecosystem. Project formulation and scoping was not based on traditional economic benefit-cost analyses and net benefit optimization; rather, the plan was based on the most cost effective plan which would meet fish and wildlife resources objectives for restoring ecological integrity. As a result, project construction will result in the restoration of 52 miles of river; 27,000 acres of wetlands; improved water quality characteristics for the Kissimmee River; and restored conditions for over 300 fish and wildlife species.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue construction of channels, canals, and floodway control structures	\$11,838,000
Planning, Engineering, and Design/Monitoring	4,368,000
Construction Management	1,500,000
Total	17,706,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction, and Reimbursements	Annual Operation, Maintenance, Repair Rehabilitation, and Replacement Costs
Provide; with credit toward the non-Federal 50 percent share of project costs; all lands, easements, rights of way, and excavated or dredged material disposal areas.	\$ 188,318,000	
Modify or relocate; with credit toward the non-Federal 50 percent share of project costs; utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	10,282,000	
Pay 50 percent of the costs allocated to environmental restoration, and pay all costs of operation, maintenance, repair, rehabilitation, and replacement.	86,700,000	
Total Non-Federal Costs	285,300,000	

Division: South Atlantic

District: Jacksonville

Kissimmee River, FL

3 February 2003

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STATUS OF LOCAL COOPERATION: A Project Cooperation Agreement reflecting the cost sharing outlined in House Document 102-286 dated April 7, 1992 was executed with the South Florida Water Management District (SFWMD) in March 1994. The local sponsor will be required to provide a cash contribution of 11.4% (reflecting credit for lands, easements, rights of way, relocations, and disposal areas) of construction costs. A schedule has been developed for cash contributions that takes into account the value of the local sponsor's investment in lands and relocations, thus requiring the initial local sponsor cash contribution in Fiscal Year 2004 for expenditure in Fiscal Year 2005.

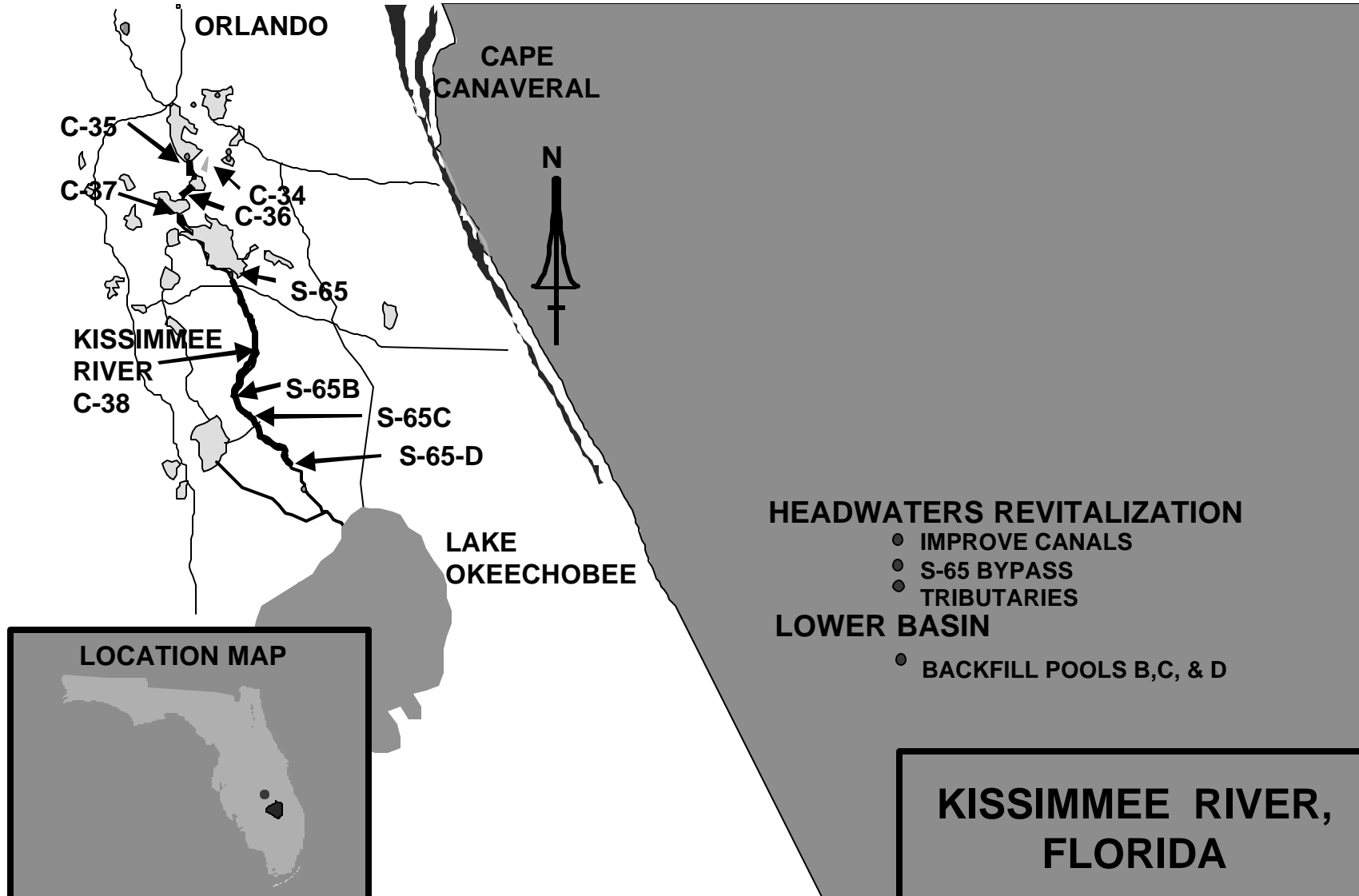
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$285,300,000 is a decrease of \$3,700,000 from the latest estimate (\$289,000,000) submitted to Congress (FY 2003). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$-3,394,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	-1,012,000
Schedule Changes	706,000
Total	\$-3,700,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with CEQ on April 5, 1992. A supplement to the Environmental Impact Statement was integrated into the Upper Basin project modification report.

OTHER INFORMATION: Funds to initiate preconstruction planning were allocated in Fiscal Year 1992. Funds to initiate construction were allocated in Fiscal Year 1997.





APPROPRIATION: Construction, General – Multiple Purpose Project (Major Rehabilitation)

PROJECT: Walter F. George Powerhouse and Dam, AL and GA, (Continuing)

LOCATION: Walter F. George Lock and Dam is located at mile 181.5 on the Chattahoochee River, 50 miles south of Columbus, Georgia, and about 84 miles southeast of Montgomery, AL. The navigation lock and gated spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to construct a concrete, cutoff wall upstream of the dam (powerhouse and spillway sections).

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT-REMAINING COST RATIO: 2.2 to 1 at 7-1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.6 to 1 at 7-1/8 percent.

INITIAL BENEFIT-COST RATIO: 2.5 to 1 at 7-1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report - Prevention of Potential Structural Failure approved in July 1997 at October 1996 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$68,100,000		Entire Project	58	TBD
Future Non-Federal Reimbursement	37,958,940				
Estimated Federal Cost (Ultimate)	30,141,060				
Estimated Non-Federal Cost	37,958,940				
Cash Contributions	0				
Other Costs	0				
Reimbursements	\$37,958,940				
Power	\$37,958,940				
Total Estimated Project Cost	\$68,100,000				
Allocations to 30 September 2002	18,142,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocation through FY 2003	TBD				
Allocation Requested for FY 2004	12,035,000				
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete after FY 2004	0				

PHYSICAL DATA: Construct a 2040 linear foot, concrete, cutoff wall above dam (powerhouse and spillway).

JUSTIFICATION: The Walter F. George Project has a chronic underground seepage problem, which could impact the integrity of the dam (powerhouse and spillway). Numerous attempts to plug up the sinkholes, as they appear using Operation and Maintenance funds have been unsuccessful or marginally successful. The potential for structural failure requires the construction of the cutoff wall to prevent further undermining and failure of the project structures. Average annual benefits are as follows:

Annual Benefits	Amount
Recreation	\$ 4,604,000
Non-recreation	3,675,000
Total	\$ 8,279,000

FISCAL YEAR 2004 The requested amount will be applied as follows:

Continue Construction of Cutoff Wall	\$10,000,000
Planning, Engineering & Design	615,000
Construction Management	1,420,000
Total	12,035,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

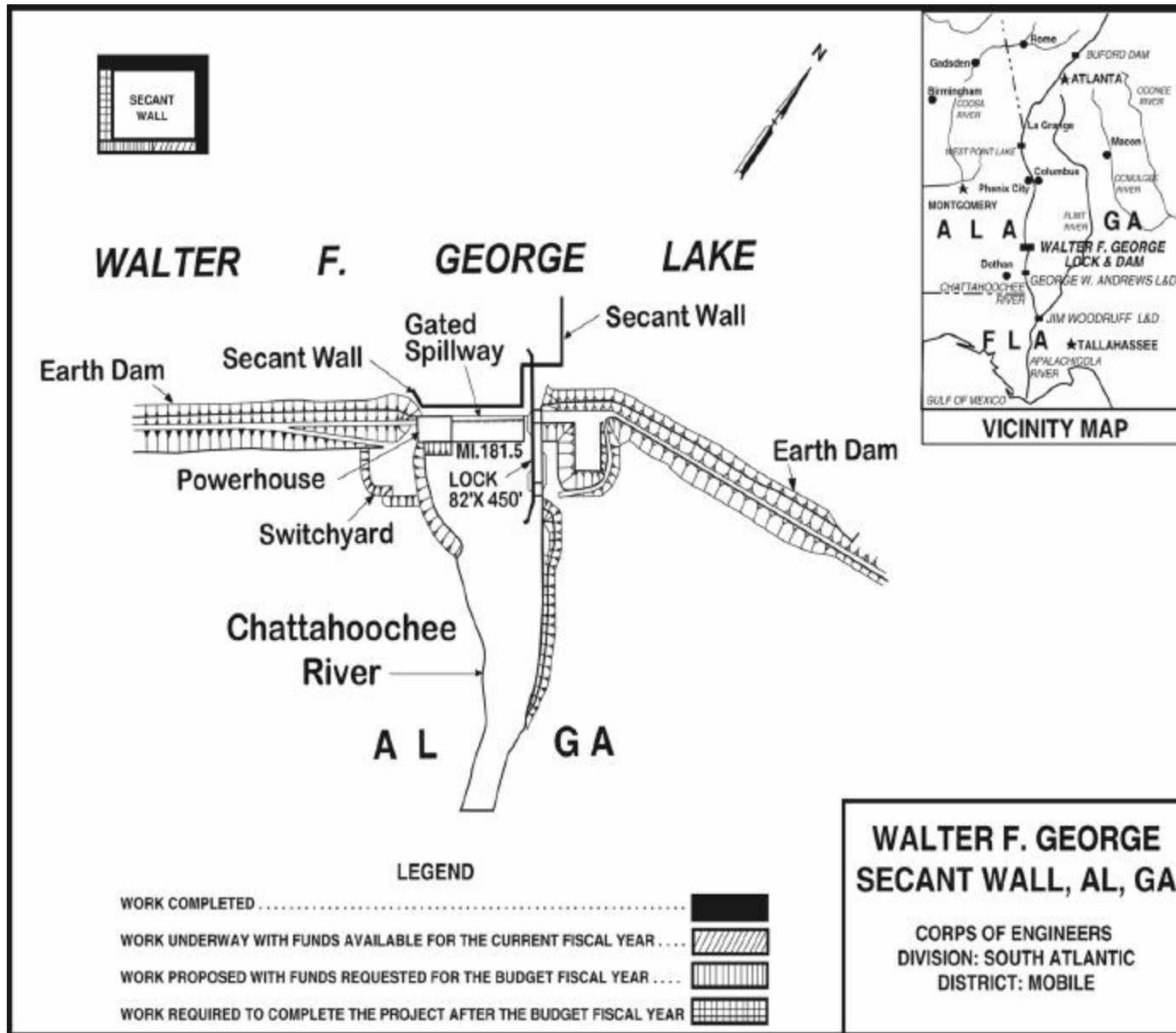
	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Requirements of Local Cooperation		
Capital Cost allocated to power	\$37,958,940	0
Total Non-Federal Costs	\$37,958,940	0

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$68,100,000 is the same as the latest estimate (\$68,100,000) presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies/public concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency/public comments were then incorporated into the final EA and FONSI, which were signed on 7 March 1997. To provide for a wider review of the document, an additional 30-day comment period was afforded the public (via legal notices placed in local newspapers) starting on 17 March and ending on 18 April 1997. No comments were received during this period.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1999.



APPROPRIATION: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Walter F. George Power Plant, AL, GA (Continuing)

LOCATION: Walter F. George Lock and Dam is located at mile 181.5 on the Chattahoochee River, 50 miles south of Columbus, Georgia, and about 84 miles southeast of Montgomery, AL. The navigation lock and gated spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to refurbish the four turbines, replace exciters with solid state (static) exciters and rewind the four generators.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT - REMAINING COST RATIO: 3.0 to 1 at 7-3/4 percent.

TOTAL BENEFIT - COST RATIO: 1.0 to 1 at 7-3/4 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-3/4 percent (FY 1997).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in August 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$31,700,000	Entire Project	50	TBD
Future Non-Federal Reimbursement		31,700,000			
Estimated Federal Cost (Ultimate)		0			
Estimated Non-Federal Cost		31,700,000			
Cash Contributions	\$	0			
Other Costs		0			
Reimbursements	31,700,000				
Power	\$31,700,000				
Total Estimated Project Cost		31,700,000			
Allocations to 30 September 2002		14,861,000			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocation through FY 2003		TBD			
Allocation Requested for FY 2004		3,000,000			
Programmed Balance to Complete After FY 2004		TBD			
Unprogrammed Balance to Complete after FY 2004		0			

#### PHYSICAL DATA

Rewind 4 generators  
 Replace exciters for 4 generators  
 Replace 4 turbines  
 Install SCADA system

Division: South Atlantic

District: Mobile

Walter F. George Power Plant, AL & GA

3 February 2003

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JUSTIFICATION: The Walter F. George Powerhouse has experienced notable wear and deterioration levels since the early 1970's. The reliability has degraded faster than expected because of increased recurring cavitation problems as well as partial failure of generator coils as they approach 38 years of their 35-year life expectancy. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Average annual benefits for the major rehabilitation project are \$3,051,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Construction	\$ 2,509,000
Planning, Engineering, & Design	185,000
Construction Management	306,000
<b>TOTAL</b>	<b>\$ 3,000,000</b>

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$31,700,000	0
Total Non-Federal Costs	\$31,700,000	0

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$31,700,000 is an increase of \$500,000 over the latest estimate (\$31,200,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Post Contract Award and Other Estimating Adjustments	\$500,000
<b>Total</b>	<b>\$500,000</b>

Division: South Atlantic

District: Mobile

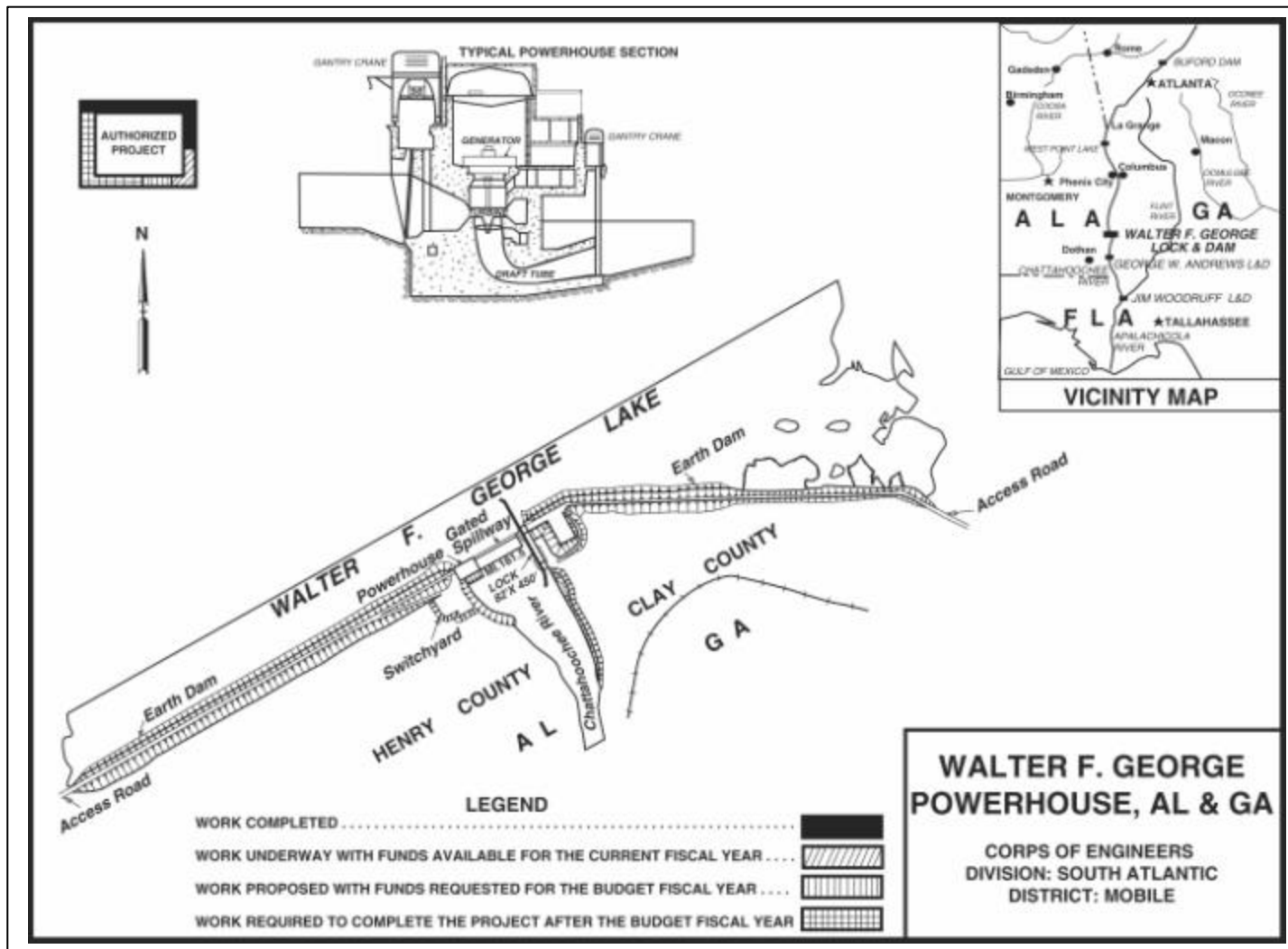
Walter F. George Power Plant, AL & GA

3 February 2003

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STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 1 March 1997.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1997. Walter F. George has a chronic underground seepage problem, which could impact the integrity of the dam and powerhouse. Numerous attempts over the last few years to solve the problem using O&M funds have been unsuccessful. A major rehabilitation report was prepared which included a detailed analysis of alternatives developed by a panel of independent consultants. Recommendations resulted in a separate major rehabilitation project that will include rewinding generators and repairing turbines.



APPROPRIATION TITLE: Construction General - Major Rehabilitation

PROJECT: Herbert Hoover Dike, FL (Continuing)

LOCATION: The Herbert Hoover Dike system encircles Lake Okeechobee entirely, except in the vicinity of Fisheating Creek on the western shore. The existing embankments total about 142 miles in length with typical crest elevations rising about 25 feet above adjacent land elevations. Reach 1 extends 22 miles from the Hillsboro Canal to the St. Lucie Canal in the southeast quadrant of the dike and Reaches 2 and 3 extend from Hillsboro Canal westward to C-43 (Caloosahatchee River).

DESCRIPTION: The recommended plan of major rehabilitation in Reach 1 involves the construction of a seepage/drainage berm along the landside toe of the dike. Features of the rehabilitation plan would include; filter blankets to intercept seepage flowing through the dike, a relief trench to intercept seepage flowing beneath the dike, and a drainage system to collect and convey the seepage flows to appropriate discharge sites. An approved Value Engineering (VE) Report (dtd Jul 02) recommended to modify this plan and a design contract has been awarded to analyze the VE recommendations and begin plans and specifications for Reach 1, Sub-Reach A (from Port Mayaca, 6 miles southward).

AUTHORIZATION: Herbert Hoover Dike is a component of the Central and Southern Florida (C&SF) Project for Flood Control and Other Purposes. The C&SF Project was authorized in the Rivers and Harbors Act of 1930 the Flood Control Act of 1948, 1954, 1960, 1965 and 1968; Authorization in 1970 under Section 201 of the Flood Control Act of 1965, the Water Resources Development Acts of 1986, 1988, 1990, 1992 and 1996, 1999 and 2000.

REMAINING BENEFIT - REMAINING COST RATIO: 0.928 to 1 at 6 1/8 percent.

TOTAL BENEFIT - COST RATIO: 0.93 to 1 at 6 1/8 percent.

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest economic analyses performed for the March 1999 Evaluation Report at February 1999 price levels. While the BCR is below unity, there is a potential for loss of life in communities surrounding the dike. This cannot be quantified nor included in the calculation.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	220,200,000		Levees	0	TBD
Estimated Non-Federal Cost	6,800,000				
Cash Contributions	0		Total Project	0	TBD
Other Costs	6,800,000				
Total Estimated Project Cost	227,000,000				
Allocation to 30 September 2002	2,690,000	1/			
Conference Allowance for FY 2003	0				
Allocations for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocations Requested for FY 2004	1,000,000				
Scheduled Balance to Complete After FY 2004	TBD				
Unscheduled Balance to Complete After FY 2004	0				

1/ Reflects \$2,690,000 allocated to the project from the Dam Safety program.

2/ Dependent on Dam Safety funding.

#### PHYSICAL DATA

Levees – Miles – Reach 1	22.4
Levees – Miles – Reaches 2-3	27.1
Levees – Miles – Reaches 4-8	92.9

Division: South Atlantic

District: Jacksonville

Herbert Hoover Dike Major Rehabilitation, FL

3 February 2003

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JUSTIFICATION: The Major Rehabilitation of Reach 1 involves the construction of an “Inverted Filter with Seepage Trench”, along the landside toe of the dike due to the existence of seepage, piping and erosion problems along the Herbert Hoover Dike system. Currently, there is a serious risk of catastrophic dike failure due to piping. Such an event, with subsequent flooding would result in extreme socio-economic and environmental damages; however, of paramount importance is the real potential for significant human suffering, including loss of life which is not quantified in the benefit-cost analysis.. The average annual benefits are as follows:

Item	Amount
Flood Damage Reduction	4,986,977
Total Annual Benefits	4,986,977

FISCAL YEAR 2004: The requested amount of \$1,000,000 will be applied as follows:

Planning, Engineering, and Design	1,000,000
Total	1,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the authorizing legislation, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights of way	6,800,000	0
Total Non-Federal Costs	6,800,000	0

STATUS OF LOCAL COOPERATION: Assurances of local cooperation have been accepted from the local sponsor, the South Florida Water Management District, for all works authorized under the Central and Southern Florida project except for the Upper St. Johns River portion of the project. Local interests voluntarily executed a supplemental assurances contract which was approved by the District Engineer on 1 July 1972 for all modifications to the project.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$220,200,000 is a decrease of \$7,400,000 from the latest estimate (\$227,600,000) submitted to Congress (FY2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	-11,764,000
Schedule Changes	4,364,000
Total	-7,400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The draft Environmental Impact Statement for the project was completed December 1998.

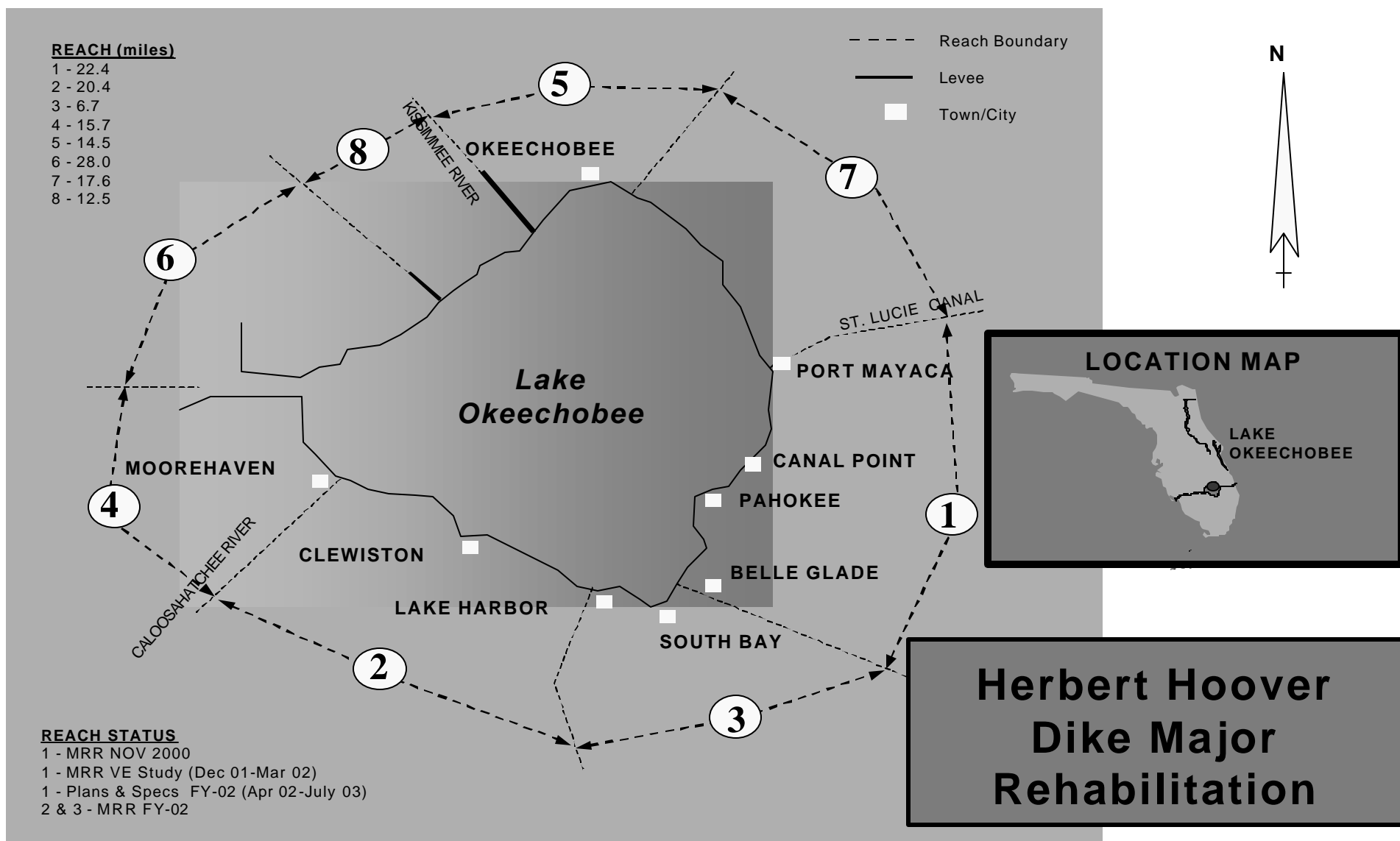
OTHER INFORMATION: Subsequent Major Rehabilitation Reports (MRRs) will be prepared to review seepage and stability in other reaches of the dike. Preliminary analyses indicate that similar construction of a seepage/drainage berm may be required in the 27-mile stretch of Reaches 2 and 3 which would completely rehabilitate the southern boundary. The plan would also implement tailwater control measures in Reaches 5 and 7, and portions of Reaches 4, 6, and 8. The total length of embankment along which tailwater control measures are proposed is 54.5 miles; therefore, the comprehensive rehabilitation plan involves some type of rehabilitation effort along 91 miles of the 142-mile long dike system.

#### SUMMARIZED FINANCIAL DATA: HERBERT HOOVER DIKE REACH 1

Estimated Federal Cost	76,243,000
Estimated Non-Federal Cost	6,800,000
Cash Contributions	
Other Costs	6,800,000
Total Estimated Project Cost	83,043,000

REMAINING BENEFIT-REMAINING COST RATIO: 0.928 to 1 at 6 1/8 percent.

TOTAL BENEFIT-COST RATIO: 0.928 to 1 at 6 1/8 percent.





APPROPRIATION: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Jim Woodruff Powerhouse, FL (Continuing)

LOCATION: Jim Woodruff Lock and Dam is located at mile 106.4 on the Apalachicola River, 37 miles northwest of Tallahassee, Florida, in Jackson and Gadsden Counties, Florida. The navigation lock and fixed crest spillway are located on the right bank of the river. The powerhouse is on the left bank, across the river from the lock, adjacent to the gated spillway.

DESCRIPTION: The plan of improvement is to replace the three turbines and rewind the three generators. The plan also includes the replacement of several peripheral electrical components, most notably the transformers.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT-REMAINING COST RATIO: 18.2 to 1 at 8 percent.

TOTAL BENEFIT - COST RATIO: 1.1 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 1.4 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in August 1993 at October 1993 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement		\$31,700,000	Entire Project	97	TBD
Future Non-Federal Reimbursement		31,700,000			
Estimated Federal Cost (Ultimate)		0			
Estimated Non-Federal Cost		31,700,000			
Cash Contributions	0				
Other Costs	0				
Reimbursements	31,700,000				
Power	\$31,700,000	31,700,000			
Total Estimated Project Cost					
Allocations to 30 September 2002		29,202,000			
Conference Allowance to FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocation through FY 2003		TBD			
Allocation Requested for FY 2004		873,000			
Programmed Balance to Complete After FY 2004		TBD			
Unprogrammed Balance to Complete After FY 2004		0			

Division: South Atlantic

District: Mobile

Jim Woodruff Powerhouse, FL

3 February 2003

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## PHYSICAL DATA

Replace main transformers  
Rewind 3 generators  
Replace 3 turbines including items listed below:  
    Runner  
    Shaft  
    Wicket gate bushings  
    Governor  
    Piping  
Rehab inside crane  
Install SCADA system

JUSTIFICATION: The Jim Woodruff Powerhouse has experienced a decaying reliability level since the early 1970's. Contributing factors in the reliability decline are welded turbine blades, age and tail water degradation that has increased hydraulic head and decreased submergence on the turbines. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Continued operation of Jim Woodruff powerhouse in its deteriorated state without rehabilitation, has an impact on total power production costs in North Florida amounting to \$3.5 million per year. Average annual benefits for the major rehabilitation project are \$3,541,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Construction	\$773,000
Planning, Engineering & Design	50,000
Construction Management	50,000
<b>TOTAL</b>	<b>\$873,000</b>

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$31,700,000	0
Total Non-Federal Costs	\$31,700,000	0

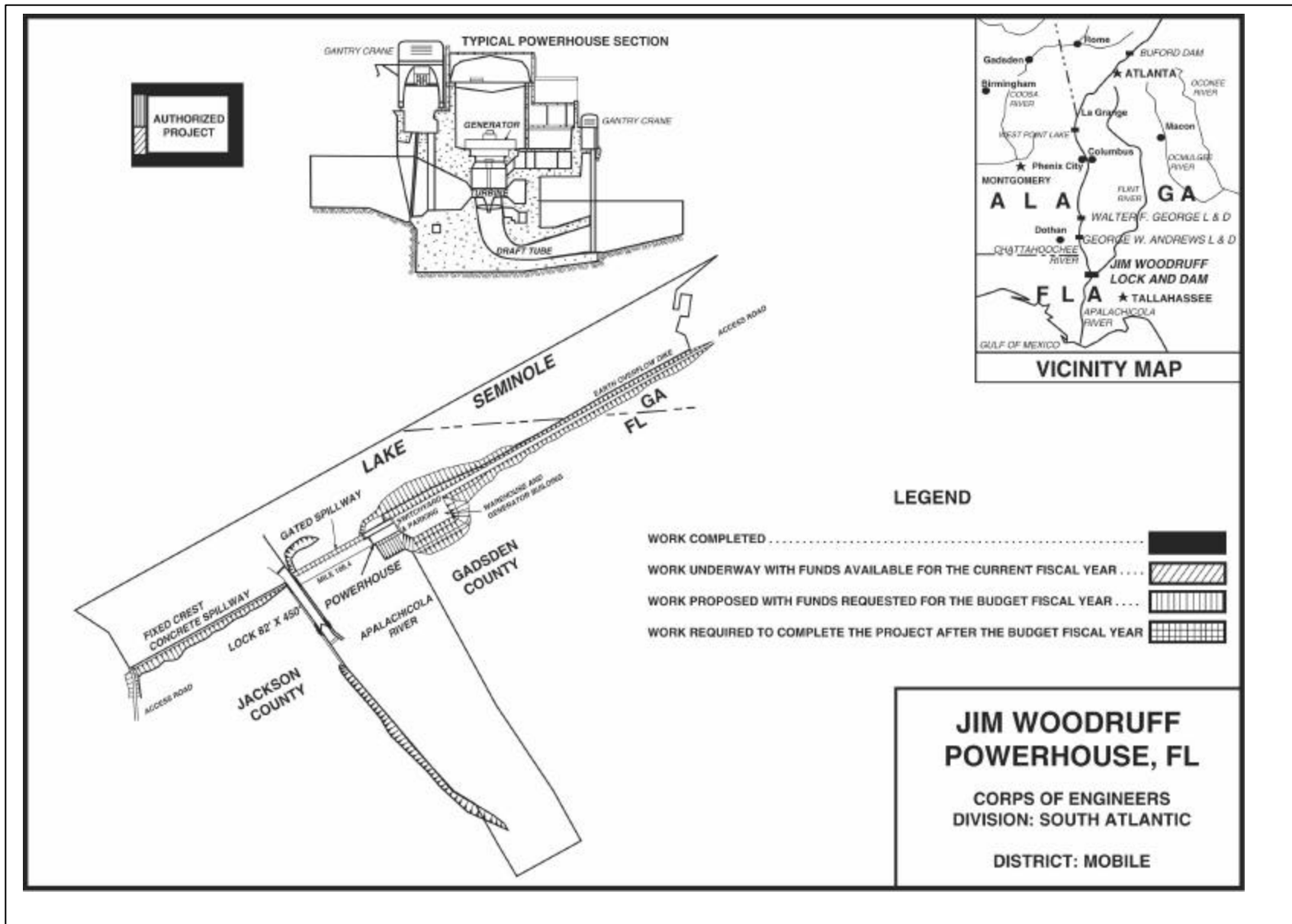
STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$31,700,000 is an increase of \$1,600,000 over the latest estimate (\$30,100,000) presented to Congress (FY 2003). This change includes the following items.

Item	Amount
Post Contract Award and Other Estimating Adjustments	\$1,600,000
Total	\$1,600,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A draft Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The draft EA contained a biological assessment (BA), as required under the Endangered Species Act of 1973, which concluded with a determination of no adverse effect on the Gulf of Mexico sturgeon, a threatened species that occurs in the tailrace area. The draft EA, containing the BA, concluded with a Finding of No Significant Impact (FONSI). The Draft EA and FONSI were fully coordinated with the public and State and Federal agencies. The U.S. Fish and Wildlife Service (USFWS) concurred with the BA determination of no adverse effect on the sturgeon. The State of Florida determined the project to be consistent with the State Coastal Zone Management Program. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the draft environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 1 March 1993.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1996.



APPROPRIATION: Construction, General - Hydropower (Major Rehabilitation)

PROJECT: Buford Powerhouse, GA (Continuing)

LOCATION: The Buford Dam is located at mile 455 on the Chattahoochee River, 50 miles northeast of Atlanta, Georgia. Buford is a multiple purpose project for flood control, hydropower, recreation, and water supply. Power installation consists of two units of 40,000 kilowatts each and one small unit of 6,000 kilowatts (86,000 kilowatts total).

DESCRIPTION: The plan of improvement is to replace the three turbines and the exciters, and rewind the three generators.

AUTHORIZATION: Section 2 of the River and Harbor Act of 1945, further modified by the River and Harbor Act of 1946.

REMAINING BENEFIT - REMAINING COST RATIO: 2.3 to 1 at 7-5/8 percent.

TOTAL BENEFIT - COST RATIO: 1.2 to 1 at 7-5/8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 7-5/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the Major Rehabilitation Evaluation Report approved in July 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$ 28,600,000		Entire Project	50	TBD
Future Non-Federal Reimbursement	28,600,000				
Estimated Federal Cost (Ultimate)	0				
Estimated Non-Federal Cost	28,600,000				
Cash Contributions	0				
Other Costs	0				
Reimbursements	28,600,000				
Power	28,600,000				
Total Estimated Project Cost	28,600,000				
Allocations to 30 September 2002	12,390,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD				
Allocation Requested for FY 2004	3,000,000				
Programmed Balance to Complete after FY 2004	TBD				
Unprogrammed Balance to Complete after FY 2004	0				

#### PHYSICAL DATA

Rewind 3 generators  
 Replace exciters with static exciters  
 Replace 3 turbines with redesigned turbines based on current hydrology  
 Install SCADA system

Division: South Atlantic

District: Mobile

Buford Powerhouse, GA

3 February 2003

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JUSTIFICATION: The Buford Powerhouse units are 44 years old and exhibit the deterioration and wear normally expected for units of such age. Contributing factors in the reliability decline in addition to age of the units are that the generator stator coils in the two main units have decayed greatly, and the turbines are experiencing both increased recurring and progressive cavitation problems. These assessments of the Buford units, which have surpassed the mean life expectancy of 35 years, support the concern that the end of their useful life is eminent. Engineering analysis shows that these problems along with increasing generating outages can be expected to continue into the future. The result of these increased outages, as well as the reduced plant efficiencies, will be increased operation and maintenance costs, increased production costs and loss of generating revenues to the treasury. Average annual benefits to the major rehabilitation project are \$2,894,000.

FISCAL YEAR 2004: The requested amount will be applied as follows.

Continue Construction	\$ 2,793,000
Planning, Engineering, & Design	107,000
Construction Management	100,000
<b>TOTAL</b>	<b>\$ 3,000,000</b>

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of local Cooperation		
Capital Cost allocated to power	\$28,600,000	0
Total Non-Federal Costs	\$28,600,000	0

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower costs rests with the Southeastern Power Administration pursuant to Federal law.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps) cost estimate of \$28,600,000 is an increase of \$1,400,000 over the latest estimate (\$27,200,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Post Contract Award and Other Estimating Adjustments	\$1,400,000

Division: South Atlantic

District: Mobile

Buford Powerhouse, GA

3 February 2003

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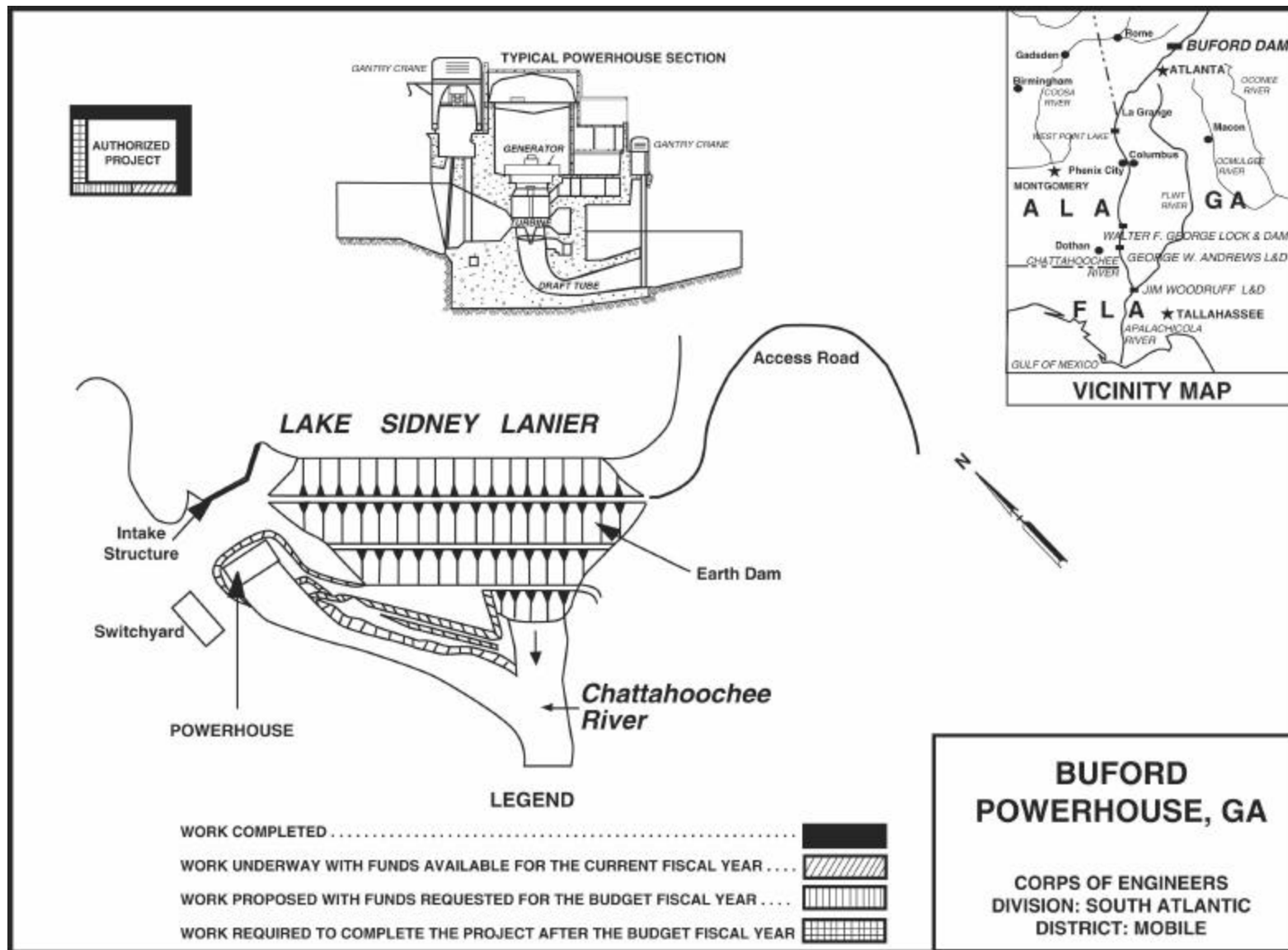


Total

\$1,400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment (EA) was prepared which addressed the expected impacts of the recommended alternative as well as other potential alternatives under consideration. The EA concluded with a Finding of No Significant Impact (FONSI). The EA and FONSI were fully coordinated with the public and State and Federal agencies. The commenting agencies concurred with the FONSI for the recommended alternative discussed in the environmental documentation. Agency comments were then incorporated into the final EA and FONSI, which were signed on 7 March 1996.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1998.



APPROPRIATION TITLE: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: Thurmond Lake Powerhouse, Georgia and South Carolina (Continuing)

LOCATION: The project is located on the Savannah River, 22 miles north of Augusta, Georgia and 216 miles north of the mouth of the river.

DESCRIPTION: The recommended plan involves the rewinding of seven generator units, the replacement of the turbine rotating parts, and the refurbishment or replacement of key peripheral equipment in order to improve the overall reliability of the project, to reduce operation and maintenance costs, to reduce unscheduled repair costs, and to provide additional hydropower capacity, power revenues and environmental improvements. All work is programmed.

AUTHORIZATION: Flood Control Act of 1944.

REMAINING BENEFIT - REMAINING COST RATIO: 3.4 to 1 at 8 percent.

TOTAL BENEFIT - COST RATIO: 1.3 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 1.3 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available Evaluation Report for New Major Rehabilitation Project forwarded to HQUSACE in March 1994 at February 1994 price levels.

SUMMARIZED FINANCIAL DATA	ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	69,700,000	Entire Project	58	TBD
Future Non-Federal Reimbursement	69,700,000			
Estimated Federal Cost (Ultimate)	0			
Estimated Non-Federal Cost				
Cash Contributions	0			
Reimbursements				
Power	69,700,000			
Total Estimated Project Cost	69,700,000			
Allocations to 30 September 2002	38,811,000			
Conference Allowance for FY 2003	TBD			
Allocation for FY 2003	TBD			
Allocations through FY 2003	TBD			
Allocation Requested for FY 2004	5,500,000			
Programmed Balance to Complete after FY 2004	TBD			
Unprogrammed Balance to Complete after FY 2004	0			

Division: South Atlanti

District: Savannah

Thurmond Lake Powerhouse, GA & SC

3 February 2003

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# PHYSICAL DATA

Rewind Generators	7
Replace Turbines	7
Replace Peripherals	7

JUSTIFICATION: The J. Strom Thurmond Powerplant, which was initially placed into operation in 1954, is showing signs of excessive wear of the generators, the peripheral equipment and the turbines. This has resulted in a loss of efficiency, reduced reliability of the units and lost power output for the units. The proposed plan of improvement calls for rewinding the generators to maximum capacity, replacement of the turbine runner, and the replacement or refurbishment of key electrical/mechanical peripheral equipment. The plan of improvement will arrest the further degradation of the hydroelectric units, decrease operation and maintenance costs, improve the powerplant's overall reliability, and increase the power generation capability and partially restore some of the environmental impacts of the dam and powerplant. Average annual benefits for hydroelectric power are \$7,890,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Rehabilitation of Powerplant	5,075,000
Planning, Engineering and Design	75,000
Construction Management	350,000
Total	\$5,500,000

NON-FEDERAL COST: The costs allocable to power are reimbursable and will be reviewed and adjusted based on construction costs when the project becomes operational. The non-Federal sponsor must comply with the requirements listed below:

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay all costs allocated to hydropower and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hydropower facilities.	69,700,000	485,000
Total Non-Federal Costs	69,700,000	485,000

STATUS OF LOCAL COOPERATION: Responsibility for repayment of hydropower cost rests with the Southeastern Power Administration pursuant to Federal laws.

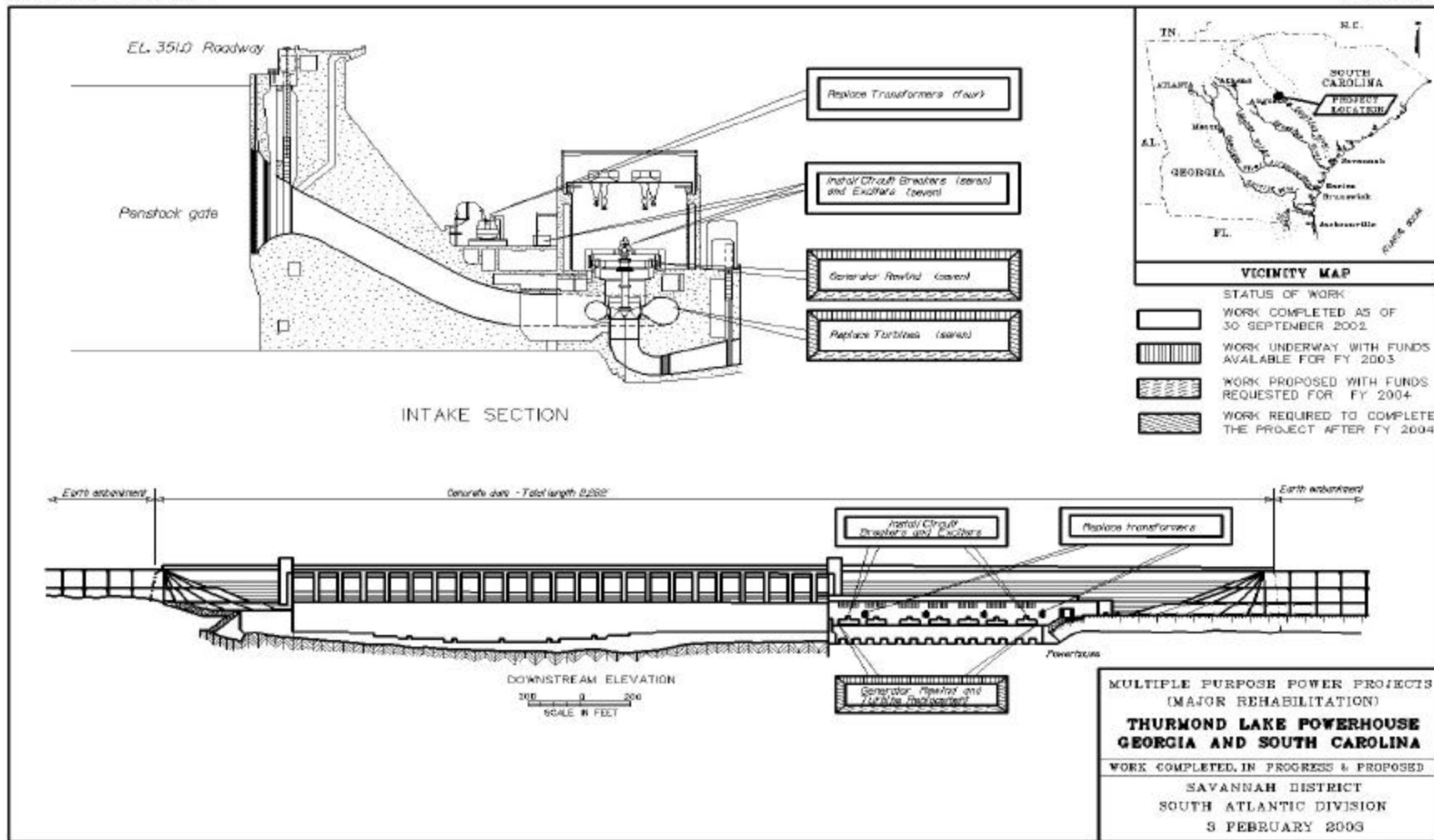
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps) cost estimate of \$69,700,000 is the same as the latest estimate presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Based on the environmental analysis contained in the Evaluation Report dated March 1994, an Environmental Assessment with a FONSI has been completed and is contained in the FY 1996 Major Rehabilitation Program, J. Strom Thurmond Powerplant Evaluation Report.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1996.

CORPS OF ENGINEERS

U.S. ARMY



Division: South Atlanti

District: Savannah

Thurmond Lake Powerhouse, GA & SC

3 February 2003

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APPROPRIATION TITLE: Construction, General - Multiple Purpose Power (Major Rehabilitation)

PROJECT: John H. Kerr Dam and Reservoir, VA & NC (Continuing)

LOCATION: The Kerr Powerhouse is located on the Roanoke River in Mecklenburg County, Virginia, 7 miles east of Boydton, Virginia, 80 air miles southwest of Richmond, Virginia, and 60 air miles north of Raleigh, North Carolina.

DESCRIPTION: The recommended plan involves the rewinding of seven generator units to maximum capacity, replacement of the turbines and main power transformers, and the replacement or refurbishment of key electrical and mechanical peripheral equipment in order to improve the overall reliability of the project, reduce operation and maintenance costs, reduce unscheduled repair costs, and provide additional hydropower capacity and power revenues.

AUTHORIZATION: Flood Control Act of 1944.

REMAINING BENEFIT-REMAINING COST RATIO: 1.6 to 1 at 7 1/8 percent.

TOTAL BENEFIT-COST RATIO: 1.4 to 1 at 7 1/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluations contained in the Major Rehabilitation Evaluation Report addendum and transmittal memorandum dated June 1997, at October 1996 price levels.



SUMMARIZED FINANCIAL DATA	ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$82,000,000	Entire Project	9	TBD
Future Non-Federal Reimbursement	\$82,000,000			
Estimated Non-Federal Cost (Ultimate)	\$ 0			
Cash Contributions	0			
Other Costs	0			
Reimbursements	\$ 82,000,000			
Power	\$82,000,000			
Total Estimated Project Cost	\$82,000,000			
Allocations to 30 September 2002	\$ 7,517,000			
Conference Allowance for FY 2003	TBD			
Allocation for FY 2003	TBD			
Allocations through FY 2003	TBD			
Allocation Requested for 2004	\$ 6,000,000			
Programmed Balance to Complete after FY 2004	TBD			
Unprogrammed Balance to Complete after FY 2004	0			

#### PHYSICAL DATA

Rewind Generator	7
Replace Turbines	6
Refurbish Turbines	1
Replace Transformers	All

Division: South Atlantic

District: Wilmington

John H. Kerr Dam and Reservoir, NC & VA

3 February 2003

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JUSTIFICATION: The John H. Kerr Powerplant, which was initially placed into operation in 1953, is showing signs of excessive wear of the generators, the peripheral equipment and the turbines. This has resulted in a loss of efficiency, reduced reliability of the units and lost power output for the units. The recommended plan of improvement calls for rewinding the generators to maximum capacity, replacement of the turbines and main power transformers, and replacement or refurbishment of key electrical/mechanical peripheral equipment. The recommended plan will improve the powerplant's overall reliability, reduce further degradation of the hydroelectric units, decrease operation and maintenance costs, and increase the power generation capability. There is growing concern with project reliability due to recent malfunctions of oil circuit breakers in the switchyard, for which repair parts are no longer available and must be custom fabricated; frequent leaks in the raw water piping system, which is in extremely poor condition throughout; and the extremely heavy cavitation observed in the runner, stay ring and discharge ring of unit #5. Average annual benefits for hydroelectric power are \$8,836,000.

FISCAL YEAR 2004: The requested amount of \$6,000,000 will be applied as follows:

Rehabilitation of powerplant	\$4,940,000
Planning, Engineering and Design	500,000
Construction Management	560,000
Total	\$6,000,000

NON-FEDERAL COST: The costs allocable to power are reimbursable, and will be reviewed and adjusted based on construction costs when the project becomes operational.

Requirements of local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay all costs allocated to hydropower and bear all costs of operation, maintenance, repair, rehabilitation and replacement of hydropower facilities	\$82,000,000	\$6,043,000

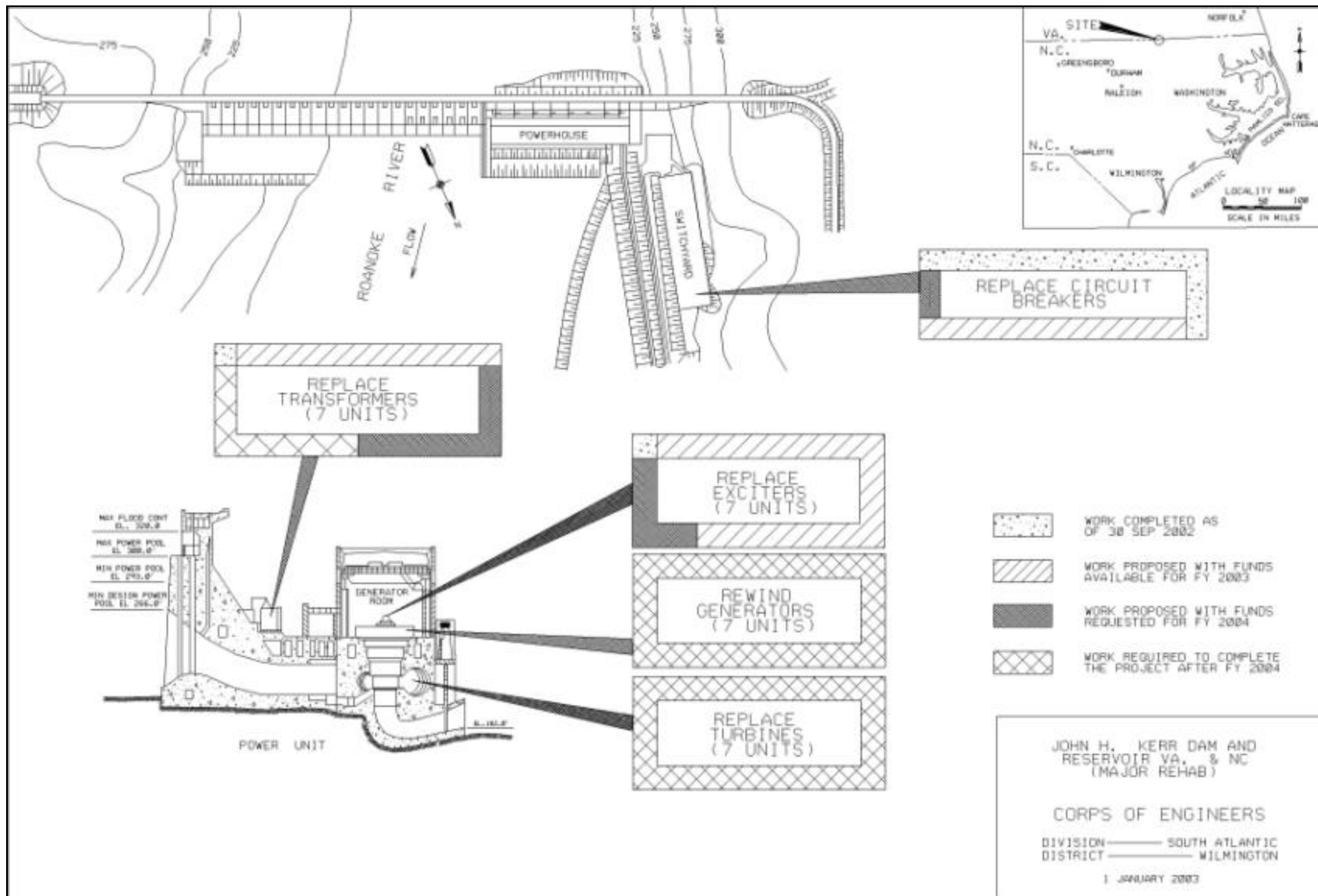
STATUS OF LOCAL COOPERATION: Pursuant to Federal Laws responsibility for repayment of hydropower costs rests with the power marketing agency, the Southeast Power Administration.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$82,000,000 is an increase of \$1,400,000 over the latest estimate (\$80,600,000) presented to Congress (FY 2003). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$ 976,000
Design Change	424,000
Total	\$1,400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment and Finding of No Significant Impact was prepared and distributed in December 1996 for public comment. The Finding of No Significant Impact was signed by the District Engineer on 7 February 1997.

OTHER INFORMATION: None.



Division: South Atlantic

District: Wilmington

John H. Kerr Dam and Reservoir, NC & VA

3 February 2003

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SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation**

**a. Channels and Harbors.** The program estimate of \$130,253,000 provides for essential operation and maintenance work on 42 channel and harbor projects named in the list, which follows. The work to be accomplished under this activity consists of operating and maintaining the coastal navigation channels, harbors and anchorages by means of dredging, constructing bulkheads and spoil disposal areas, snagging, and repairing channel stabilization works, navigation structures, and harbor jetties, all as authorized in the laws pertaining to river and harbor projects.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Alabama</b>			
Bayou La Batre	2,000,000 (30,000) (1,970,000)	2,000,000 (30,000) (1,970,000)	1. None. 2. Dredging.
Gulf Intracoastal Waterway (Mobile)	4,963,000 (309,000) (4,654,000)	5,000,000 (696,000) (4,304,000)	1. Increase in studies and surveys. 2. Dredging.
Mobile Harbor	18,610,000 (304,000) (18,306,000)	19,040,000 (830,000) (18,210,000)	1. Increase in environmental studies. 2. Dredging.
<b>Florida</b>			
Canaveral Harbor	3,960,000 (720,000) (3,240,000)	3,800,000 (700,000) (3,100,000)	1. None. 2. Dredging.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Escambia and Conecuh Rivers	0 (0) (0)	1,000,000 (50,000) (950,000)	1. Increase in studies and surveys. 2. None.
Fernandina Harbor	3,030,000 (50,000) (2,980,000)	2,556,000 (25,000) (2,531,000)	1. Decrease in studies and surveys. 2. Dredging.
Fort Pierce Harbor	0 (0) (0)	65,000 (0) (65,000)	1. None. 2. None.
Intracoastal Waterway, Jacksonville to Miami	322,000 (322,000) (0)	680,000 (680,000) (0)	1. Increase in studies and surveys. 2. None.
Jacksonville Harbor	4,040,000 (320,000) (3,720,000)	6,551,000 (150,000) (6,401,000)	1. Decrease in studies and surveys. 2. Dredging.
Manatee Harbor	2,780,000 (0) (2,780,000)	0 (0) (0)	1. None. 2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Miami Harbor	1,508,000 (0) (1,508,000)	1,515,000 (0) (1,515,000)	1. None. 2. Dredging.
Miami River	5,550,000 (0) (5,550,000)	5,850,000 (0) (5,850,000)	1. None. 2. Dredging.
Palm Beach Harbor	2,018,000 (0) (2,018,000)	1,916,000 (0) (1,916,000)	1. None. 2. Dredging.
Panama City Harbor	1,000,000 (30,000) (970,000)	500,000 (30,000) (470,000)	1. None. 2. None.
Pensacola Harbor	0 (0) (0)	1,500,000 (50,000) (1,450,000)	1. Increase in studies and surveys. 2. Dredging.
Port Everglades Harbor	2,350,000 (0) (2,350,000)	1,255,000 (0) (1,255,000)	1. None. 2. Dredging.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Port St. Joe Harbor	1,000,000 (0) (1,000,000)	0 (0) (0)	1. None. 2. None.
Tampa Harbor	8,559,000 (300,000) (8,259,000)	3,985,000 (300,000) (3,685,000)	1. None. 2. Dredging.
Georgia			
Atlantic Intracoastal Waterway (Savannah)	178,000 (178,000) (0)	178,000 (178,000) (0)	1. None. 2. None.
Brunswick Harbor	3,993,000 (394,000) (3,599,000)	3,993,000 (539,000) (3,454,000)	1. Increase in studies and surveys. 2. Dredging.
Savannah Harbor	12,540,000 (856,000) (11,684,000)	12,540,000 (833,000) (11,707,000)	1. None. 2. Dredging.



SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2004</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Savannah River	134,000	154,000	
Below Augusta	(134,000)	(154,000)	1. None.
	(0)	(0)	2. None.
<b>Mississippi</b>			
Gulfport Harbor	2,002,000	2,500,000	
	(438,000)	(458,000)	1. None.
	(1,564,000)	(2,042,000)	2. Dredging.
Pascagoula Harbor	3,401,000	4,460,000	
	(668,000)	(409,000)	1. Decrease in environmental studies.
	(2,733,000)	(4,051,000)	2. Dredging.
<b>North Carolina</b>			
Atlantic Intracoastal	806,000	831,000	
Waterway (Wilmington)	(581,000)	(606,000)	1. None.
	(225,000)	(225,000)	2. None.
Beaufort Harbor	400,000	400,000	
	(0)	(0)	1. None.
	(400,000)	(400,000)	2. None.

3 February 2003

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Bogue Inlet and Channels	867,000 (27,000) (840,000)	866,000 (0) (866,000)	1. Decrease in studies and surveys. 2. None.
Carolina Beach Inlet	1,060,000 (0) (1,060,000)	1,088,000 (0) (1,088,000)	1. None. 2. Dredging.
Lockwoods Folly River	455,000 (0) (455,000)	1,017,000 (0) (1,017,000)	1. None. 2. None.
Manteo (Shallowbag) Bay	4,732,000 (370,000) (4,362,000)	6,390,000 (404,000) (5,986,000)	1. None. 2. Dredging.
Masonboro Inlet and Connecting Channel	45,000 (45,000) (0)	50,000 (50,000) (0)	1. None. 2. None.
Morehead City Harbor	5,100,000 (200,000) (4,900,000)	12,917,000 (212,000) (12,705,000)	1. None. 2. Dredging and removing material from disposal area.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
New River Inlet	815,000 (0) (815,000)	839,000 (0) (839,000)	1. None. 2. None.
New Topsail Inlet and Connecting Channels	640,000 (0) (640,000)	665,000 (0) (665,000)	1. None. 2. None.
Pamlico and Tar Rivers	139,000 (0) (139,000)	219,000 (0) (219,000)	1. None. 2. None.
Roanoke River	100,000 (0) (100,000)	178,000 (0) (178,000)	1. None. 2. None.
Wilmington Harbor	8,213,000 (578,000) (7,635,000)	6,906,000 (644,000) (6,262,000)	1. Increase in studies and surveys. 2. Dredging.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2004</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>South Carolina</b>			
Atlantic Intracoastal Waterway (Charleston)	264,000 (94,000) (170,000)	269,000 (99,000) (170,000)	1. None. 2. None.
Charleston Harbor	10,516,000 (161,000) (10,355,000)	9,740,000 (467,000) (9,273,000)	1. Increase in environmental studies. 2. Dredging.
Cooper River, Charleston Harbor	3,140,000 (2,305,000) (835,000)	3,380,000 (2,380,000) (1,000,000)	1. None. 2. None.
Folly River	0 (0) (0)	277,000 (0) (277,000)	1. None. 2. None.
Georgetown Harbor	3,073,000 (116,000) (2,957,000)	2,719,000 (0) (2,719,000)	1. Decrease in studies and surveys. 2. Dredging.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**a. Channels and Harbors (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2004</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Murrells Inlet	0 (0) (0)	45,000 (45,000) (0)	1. Increase in studies and surveys. 2. None.
Shipyard River	816,000 (16,000) (800,000)	0 (0) (0)	1. Decrease in studies and surveys. 2. None.
Town Creek	0 (0) (0)	419,000 (0) (419,000)	1. None. 2. None.
<b>TOTAL - Channels and Harbors</b>	125,119,000 (9,546,000) (115,573,000)	130,253,000 (11,019,000) (119,234,000)	

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**b. Locks, Dams, and Canals.** The program request of \$54,680,000 provides for the operational requirements of six canalized waterways. Requirements include: operation and ordinary maintenance of project facilities; facility security, labor, supplies, materials, and parts for day-to-day functioning; and periodic maintenance, repairs, and replacements.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u> (Operations) (Maintenance)	<u>FY 2004</u> <u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Alabama</b>			
Alabama - Coosa Rivers	2,974,000 (2,135,000) (839,000)	2,961,000 (1,679,000) (1,282,000)	1. Decrease in environmental studies. 2. None.
Black Warrior and Tombigbee Rivers	24,201,000 (7,165,000) (17,036,000)	22,100,000 (6,713,000) (15,387,000)	1. Decrease in studies and surveys. 2. Dredging.
<b>Alabama And Georgia</b>			
Apalachicola, Chattahoochee and Flint Rivers	1,444,000 (1,149,000) (295,000)	1,500,000 (1,159,000) (341,000)	1. None. 2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**b. Locks, Dams, and Canals (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003</u>	<u>FY 2004</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Alabama And Mississippi</b>			
Tennessee - Tombigbee Waterway	23,083,000 (11,700,000) (11,383,000)	21,500,000 (9,995,000) (11,505,000)	1. Decrease in wildlife mitigation (shifted to project below). 2. Dredging.
Tennessee - Tombigbee Waterway, Wildlife Mitigation	0 (0) (0)	1,500,000 (1,500,000) (0)	1. Increase in wildlife mitigation. 2. None.
<b>Florida</b>			
Apalachicola, Chattahoochee and Flint Rivers (see Alabama and Georgia)			
Okeechobee Waterway	2,695,000 (2,465,000) (230,000)	4,316,000 (2,584,000) (1,732,000)	1. None. 2. Upgrading facility security.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**1. Navigation (Continued)**

**b. Locks, Dams, and Canals (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>North Carolina</b>			
Cape Fear River	587,000	803,000	
above Wilmington	(489,000)	(463,000)	1. None.
	(98,000)	(340,000)	2. None.
<b>TOTAL - Locks,</b>	54,984,000	54,680,000	
<b>Dams, and Canals</b>	(25,103,000)	(24,093,000)	
	(29,881,000)	(30,587,000)	
<b>TOTAL - NAVIGATION</b>	180,103,000	184,933,000	
	(34,649,000)	(35,112,000)	
	(145,454,000)	(149,821,000)	



SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**2. Flood Control**

**a. Reservoirs.** The program request of \$8,944,000 provides for operation and maintenance of four reservoirs, including facility security, and for continuing the Alabama-Coosa River Comprehensive Water Study.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003</u>	<u>FY 2004</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Alabama</b>			
Alabama-Coosa River Comprehensive Water Study	500,000 (500,000) (0)	285,000 (285,000) (0)	1. Decrease in environmental stewardship requirement. 2. None.
<b>Mississippi</b>			
Okatibbee Lake	1,618,000 (855,000) (763,000)	1,600,000 (907,000) (693,000)	1. None. 2. None.
<b>North Carolina</b>			
B. Everett Jordan Dam and Lake	1,829,000 (1,324,000) (505,000)	1,993,000 (1,508,000) (485,000)	1. Increase in water management activities. 2. None.
Falls Lake	2,281,000 (1,330,000) (951,000)	2,113,000 (1,498,000) (615,000)	1. Increase in analysis and studies. 2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**2. Flood Control (Continued)**

**a. Reservoirs (Continued)**

<u>ESTIMATED OBLIGATIONS</u>			
<u>(\$)</u>			
<u>State/Project Name</u>	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	<u>Reason for Change and Major Maintenance Items</u>
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
W. Kerr Scott Dam and Reservoir	3,480,000 (1,541,000) (1,939,000)	2,853,000 (1,462,000) (1,391,000)	1. None. 2. None.
 <b>b. Reservoirs: Scheduling Reservoir Operations.</b> The \$100,000 requested in FY 2004 supports preparation, reviews and updating of water control manuals, real-time data collection to monitor hydrologic conditions, and the issuance of gate regulation instructions as necessary at one non-Corps dam and reservoir project at which the Corps is responsible for flood control or navigation.			
 <b>Alabama</b>			
Scheduling Reservoir Operations	100,000 (100,000) (0)	100,000 (100,000) (0)	1. None. 2. None.
<b>TOTAL - Reservoirs</b>	9,808,000 (5,650,000) (4,158,000)	8,944,000 (5,760,000) (3,184,000)	

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**2. Flood Control (Continued)**

**c. Channel Improvements.** The \$13,175,000 requested in FY 2004 supports operation and maintenance requirements at two flood control projects.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Florida</b>			
Central and Southern Florida	9,347,000 (6,702,000) (2,645,000)	13,005,000 (9,068,000) (3,937,000)	1. Increase in environmental monitoring. 2. Maintaining flood control structures.
<b>Mississippi</b>			
East Fork, Tombigbee River	170,000 (15,000) (155,000)	170,000 (0) (170,000)	1. Decrease in environmental studies. 2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**2. Flood Control (Continued)**

**d. Channel Improvements: Inspection of Completed Works.** The \$400,000 requested in FY 2004 supports inspections at flood control projects constructed by the Corps and operated and maintained by non-Federal interests. The inspections are conducted to determine the extent of compliance with legal standards and to advise local interests, as necessary, of corrective measures required to ensure that project structures and facilities will continue to safely provide flood protection benefits. These projects consist of features such as channels, levees, flood walls, drainage structures and pumping plants.

State/Project Name	ESTIMATED OBLIGATIONS		Reason for Change and Major Maintenance Items
	(\$)		
	FY 2003	FY 2004	
	TOTAL	TOTAL	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Alabama	50,000	50,000	
Florida	200,000	200,000	
Georgia	41,000	41,000	
Mississippi	50,000	50,000	
North Carolina	32,000	33,000	
South Carolina	26,000	26,000	
TOTAL – Channel	9,916,000	13,575,000	
Improvements, Inspections,	(7,116,000)	(9,468,000)	
and Miscellaneous	(2,800,000)	(4,107,000)	
Maintenance			
TOTAL - FLOOD CONTROL	19,724,000	22,519,000	
	(12,766,000)	(15,228,000)	
	(6,958,000)	(7,291,000)	

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**3. Multiple Purpose with Power:** The program request of \$104,595,000 provides for the operation requirements of 13 multiple purpose projects. Requirements include: operation and ordinary maintenance of project facilities; facility security, labor, supplies, materials, and parts for day-to-day functioning; and periodic maintenance, repairs and replacements. The requested amount also includes application of special recreation use fees for recreation areas.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u> (\$)		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003</u>	<u>FY 2004</u>	
	<u>TOTAL</u> (Operations) (Maintenance)	<u>TOTAL</u> (Operations) (Maintenance)	
			1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Alabama</b>			
Millers Ferry Lock and Dam, William "Bill" Dannelly Lake	7,094,000 (2,375,000) (4,719,000)	5,429,000 (2,412,000) (3,017,000)	1. None. 2. None.
Robert F. Henry Lock and Dam	5,558,000 (2,613,000) (2,945,000)	5,726,000 (2,560,000) (3,166,000)	1. None. 2. None.
Walter F. George Lock and Dam	6,912,000 (2,864,000) (4,048,000)	6,892,000 (2,954,000) (3,938,000)	1. None. 2. None.
<b>Florida</b>			
Jim Woodruff Lock and Dam	6,050,000 (3,449,000) (2,601,000)	6,686,000 (3,677,000) (3,009,000)	1. None. 2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**3. Multiple Purpose with Power (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Georgia</b>			
Allatoona Lake	6,456,000	6,000,000	
	(2,476,000)	(2,476,000)	1. None.
	(3,980,000)	(3,524,000)	2. None.
Buford Dam and Lake	8,060,000	9,100,000	
Sidney Lanier	(4,165,000)	(4,718,000)	1. Increase in environmental requirements.
	(3,895,000)	(4,382,000)	2. None.
Carters Lake	9,958,000	10,012,000	
	(2,540,000)	(2,888,000)	1. None.
	(7,418,000)	(7,124,000)	2. Repairing hydropower generating units.
Hartwell Lake	12,896,000	13,964,000	
	(5,945,000)	(5,805,000)	1. None.
	(6,951,000)	(8,159,000)	2. None.
J. Strom Thurmond Lake	13,553,000	11,747,000	
	(6,386,000)	(6,883,000)	1. Decrease in environmental studies.
	(7,167,000)	(4,864,000)	2. None.

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**3. Multiple Purpose with Power (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Richard B. Russell Dam and Lake	7,548,000 (4,158,000) (3,390,000)	7,746,000 (4,794,000) (2,952,000)	1. Decrease in environmental studies. 2. None.
Walter F. George L & D (see Alabama)			
West Point Lake	5,587,000 (2,013,000) (3,574,000)	6,600,000 (2,117,000) (4,483,000)	1. None. 2. None.
<b>North Carolina</b>			
John H. Kerr Dam and Reservoir (see Virginia)			
<b>South Carolina</b>			
Hartwell Lake (see Georgia)			
J. Strom Thurmond Lake (see Georgia)			
Richard B. Russell (see Georgia)			

SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**3. Multiple Purpose with Power (Continued)**

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations)	(Operations)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
<b>Virginia</b>			
John H. Kerr Dam and Reservoir	9,890,000 (5,866,000) (4,024,000)	10,839,000 (7,008,000) (3,831,000)	1. None. 2. None.
Philpott Lake	4,377,000 (1,742,000) (2,635,000)	3,854,000 (1,645,000) (2,209,000)	1. None. 2. None.
<b>TOTAL - MULTIPLE PURPOSE WITH POWER</b>	103,939,000 (46,592,000) (57,347,000)	104,595,000 (49,937,000) (54,658,000)	



SOUTH ATLANTIC DIVISION  
JUSTIFICATION OF ESTIMATE

**APPROPRIATION TITLE:** Operation and Maintenance, General, FY 2004

**4. Protection of Navigation.**

a. Removal of Aquatic Growth. The program request of \$3,400,000 provides for accomplishing the work essential to the eradication of aquatic plant growth for navigable waters in Florida.

<u>State/Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>(\$)</u>		
	<u>FY 2003</u> <u>TOTAL</u>	<u>FY 2004</u> <u>TOTAL</u>	
	(Operations) (Maintenance)	(Operations) (Maintenance)	1. Reasons for change in Operations from FY 03 to FY 04 (10%+/-) 2. Major Maintenance Items Programmed in FY 04 (Threshold \$1,000,000)
Removal of Aquatic Growth	3,911,000 (0) (3,911,000)	3,400,000 (0) (3,400,000)	1. None. 2. Removing aquatic growth.

b. **Project Condition Surveys.** The \$1,479,000 requested in FY 2004 supports hydrographic surveys, inspections, and studies to determine the condition of navigation channels that do not have any other maintenance work included in the program request and disseminate the information to users of the projects. For the projects that do not require maintenance, surveys are performed at many of them in order to determine the degree of sedimentation so that users can be advised of channel conditions and future maintenance can be scheduled.

<b>Florida</b>	955,000	1,000,000
<b>Mississippi</b>	175,000	175,000
<b>North Carolina</b>	73,000	75,000
<b>South Carolina</b>	69,000	229,000
<b>TOTAL - PROTECTION OF NAVIGATION</b>	5,183,000 (1,272,000) (3,911,000)	4,879,000 (1,479,000) (3,400,000)
<b>GRAND TOTAL</b>	308,949,000	316,926,000
<b>South Atlantic Division</b>	(95,279,000) (213,670,000)	(101,756,000) (215,170,000)